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WORLD CRISIS.

Worse Instead
of Better.

Mr. Baldwin Points
the Reason.

BRITAIN'S AIMS.

London, Nov. 13. The Cabinet has finally agreed upon an anti-dumping policy which will be speedily enforced by a Bill which will be introduced at the beginning of next week.

The debate on the Address in the Commons was continued to-day when, after the reply for the Government by the Lord President of Council, Mr. Stanley Baldwin, a Labour amendment was defeated.

Mr. Baldwin accused the Opposition of disregarding the national crisis which the National Government had been formed to meet and said the immediate task was to safeguard the balanced budget and to confirm the faith of world that they would not rest until they had restored the balance of trade and established the currency in safety and security.

International Co-operation.

There was, undoubtedly, great scope for international co-operation on the currency question and the Government would willingly lend its aid.

As regards the pound, the Government's intention was to stabilise it on a definite basis when the necessary conditions were fulfilled, but those conditions must first be attained so that it was sure that the pound could maintain the position at which it was stabilised.

War debts and reparations were the most difficult problem. It was obvious to the whole world that existing arrangements had broken down. Thanks to President Hoover the world had had a breathing space, but he doubted if it was sufficient.

From Bad to Worse.

The Governments represented at the London Conference last July resolved, in order to assure the financial stability of Germany, which was essential in the interests of the whole world, to co-operate as far as possible to restore confidence.

Since then the situation had gone from bad to worse, largely because no action had followed on that recommendation.

The only action that could be (Continued on Page 14.)

THE INTERPORT.

HONGKONG BATTING
FIRST.

A FAST WICKET.

The interport cricket match between Hongkong and Shanghai opened this morning in sunny weather and with prospects of a good fast wicket.

T.E. Pearce, the local captain, won the toss, and naturally decided to bat.

The teams finally selected are:

Hongkong.—T.E. Pearce, A.C.I. Bowker, E.C. Flincher, A.C. Hamilton, H. Owen Hughes, F.D. Pereira, A. Reid; J.E. Richardson, O.G. Simpson, A.H. Musson, and J.K. MacFarlan. S.V. Gittens in twelfth man.

Shanghai.—D.W. Lench (Captain), A.J. Barson, R. Booth, H.A. Voward, J.A. Janusz, S.R. Korman, P. Madar, B.V.W. Murray, C.J. Merritt, P.V. Simpson and T.W.R. Wilson.

Pearce decided on the following order of batting:—E.C. Flincher and O.G. Simpson as the opening pair, followed by A.H. Musson 3; A.C. Hamilton 4; H. Owen Hughes 5; T.E. Pearce 6; J.K. MacFarlan 7; J.E. Richardson 8; F.D. Pereira 9; A. Reid 10; A.C.I. Bowker 11.

The umpires are E.J.R. Mitchell and H.B. Scarf (R.N.).

11:40 a.m. Score:—36 for 1 wicket.

GEN. HONJO REQUESTS A FREE HAND.

TO FORESTALL WAR MOVE BY MA CHAN-SHAN.

LEAGUE MEANWHILE IS OPTIMISTIC.

IT IS REPORTED that General Honjo has requested the Chief of the General Staff permission to act upon his own initiative if the circumstances necessitate.

IT IS BELIEVED THAT THE JAPANESE MAY CONSIDER IT NECESSARY TO TAKE ACTION IN REGIONS TO THE NORTH OF MONNI RIVER FOR THE PURPOSE OF TAKING UP GENERAL MA CHAN-SHAN'S THREATENED ATTACK.

ADVANCE REPORTED.

The Central Daily News, Nanking, this morning states, according to Reuter, that Japanese troops have captured Anganchi and are advancing towards Tsitsihar, which General Ma Chan-shan announces he will defend at all costs to the death.

TWO FOREIGNERS REPORTED KILLED.

The same newspaper further states that an Englishman and a Frenchman were killed in the French Concession at Tientsin by stray bullets during a Sino-Japanese clash on the borders of the Chinese city and the Japanese Concession early yesterday morning.

In Paris, there is an air of optimism regarding the probable outcome of Monday's meeting of the Council of the League.

OBSERVERS FOR NONNI RIVER.

Geneva, Nov. 13. That an agreement is coming is the feeling which has taken a firmer hold following an analysis of the latest developments in the Manchurian issue, though it is felt that the agreement is likely to be of smaller scope than is hoped for by China.

Further daylight, however, is expected to come as a result of to-morrow's meeting between General Dawes and M. Briand.

In view of the hints made by Mr. Stimson about a conciliatory Japanese attitude, and Mr. Cawle's references to an "acceptable compromise", it is felt that the American Government has something more satisfying than a rabbit up its sleeve.

Students of the situation will be surprised if further fruitful progress is not made with M. Briand's idea of neutral observers.

Japan Relents.

The force of Japan's original reluctance to admit of a formal commission for enquiry has diminished by her latest offer to grant the widest facilities to officials of the various governments.

Such a narrow gulf should easily be bridged, and once the officials are on the spot, the menace of extending hostilities will be removed, hence the brightening outlook.

Japanese "Art of War."

Dr. Alfred Sze, in a Note to-night, speaks for the first time of "Japanese acts of war", alluding to the operations at Tsitsihar as flagrant and bare-faced violations of solemn undertakings." (Continued on Page 7.)

Genoa, later.

The Japanese reply to M. Briand's request to abstain from all aggression show little of the spirit of compromise which is reported to be brooding in Paris.—Reuter.

Danger of Boycott.

London, Nov. 13. "This is going to be the real test of the League of Nations" said Mr. Malcolm MacDonald, son of the Premier, and Under-secretary for the Dominions, when addressing the Oxford University Labour Club to-night.

"If Japan leaves the League, the latter's prestige will suffer and if the machinery of peaceful settlement breaks down, there is going to be a very big war which will not just stop in Manchuria."



Our photos show Lady Howard Kelly and her daughter, Miss Kelly, snapped when leaving the Empress of Asia to which they were transferred from the wreck of H.M.S. Petersfield.

SOUTH AFRICA IN QUANDARY.

FAIL TO SECURE A LOAN.

MAY BE FORCED OFF GOLD.

Paris, Nov. 13. The South African Government's efforts to cling to the gold standard have received a setback.

It is announced that the South African negotiations to secure a ten million sterling loan from both France and Holland have broken down.

Previously negotiations to place a loan from New York failed owing to the demand of the New York bankers for three per cent. commission and six per cent. interest, together with a guarantee from the British Government.—Reuter.

EUROPEAN DISAPPEARS.

HOTEL'S REPORT TO POLICE.

The management of the Peninsula Hotel have reported to the Police the disappearance of Mr. C. P. Taylor, who had engaged room there from October 10 to November 11, since when he has been missing. Described as a native of Queensland, Mr. Taylor was stated to be about 30 years of age. When he disappeared from the Hotel he left his property behind.

THE WEATHER.

The Royal Observatory reports at 10:22 this morning that the anti-cyclone has passed into the Pacific. Another has formed over north China and a depression has formed between Shanghai and Japan. There are indications that a typhoon is about 500 miles east of Manila, moving W. or M.N.W.

Doctor Moonje said the Hindu Masasabha would never agree to separate electorates or to any "weightage."

Sir Chinanji Setalbad said the differences had been narrowed down to difficulty regarding Punjab and Bengal, and it should not be impossible for the Prime Minister to give an impartial decision.

Mahatma Gandhi dissented from the view that the solution of the communal question was an essential condition prior to the constitution building.

PREMIER'S PLAIN SPEAKING.

COMMUNAL ISSUE FAILURE.

ASKS FOR INDIA "MANDATE!"

London, Nov. 13.

The end of the present phase of the Indian Round Table Conference is in sight, and the final plenary session will probably be held next week. It will be brought to a close by an important statement authorised by the Government and made by the Prime Minister.

Presiding at the meeting of the Minority Committee to-day, he expressed himself profoundly sorry the delegates had been unable to settle the communal problems which lay at the foundation of any process towards the setting up of an Indian constitution.

Last night, he received an agreement reached between the Moslems the depressed classes, section of Indians, Christian, Anglo-Indians, and the British community, covering it was stated, about forty-six per cent. of the population of British India. This document was formally put in by the Aga Khan and other members, including those stating sectional viewpoints as represented by delegates were also on the subcommittee. These were supported by speeches.

Minorities Agreement.

Sir Herbert Carr said the document accepted differences temporarily, and put forward a scheme whereby for ten years the communities would have the chance of sending their chosen representatives. It made a definite constructive suggestion for getting away from the present difficulties and moving towards the unity of Indian fellowship.

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A Sorry Ending.

He could not help feeling that it would be a sorry ending to the Conference that, because there was no agreed communal settlement the policy of the British Government should not be announced.

He disputed the statement that the proposals might be taken and found acceptable to forty-six per cent. of the population, and claimed the congress represented (Continued on Page 14.)

Bulls and Inners

From the Office Butts.

Now that the lamps on the Peak roads are extinguished at midnight, we suppose that many of our young things will not be so anxious to leave parties before that hour.

We notice that the wooden police sentry boxes are again receiving their bi-monthly anti-white ant treatment. One day some bright spark will suggest building them out of concrete, thereby knocking the "P" out of futility.

Some people are never satisfied. What would you do if when you had ordered iced tea you were served with beer? Run for the Police? Just try us.

MacWhirter is in a quandary. He is unable to determine whether to strike the first blow. If these conversations at Geneva or League doesn't hurry it may be in the fact that his wife is anxious to possess a new fur-coat.

How is it that whenever a shortage of caddies is announced, being produced, no wonder there people send us jokes about the tee? Is discord over Manchuria?

Some people think the dollar will reach 1/6 by Christmas, but if it does it won't reach far enough for most of us.

It's dreadful to think that Sir Hubert Wilkins may now be buying his own ice.

Beauty Specialist: Yes, madam, I remember lifting your face. Client: That's right. And now I wish you could lift my husband's. As soon as you sent your bill, it dropped badly. Passing Show.

(The Report of the Census of the Colony of Hongkong for the year 1931 contains a wealth of strange information to start remembering the names of a lot of Generals.

Hongkong is hilly. The Census declares it—The details you find in this Record unique. Are indeed passing strange. Whether harbour or Peak. To live in Kowloon means Loss Water you use, Though they must use a lot. In the boarding-house stews. Then there's data about Professions' or jobs. Which is not a distinction 'Twix workers and snobs. The devious ways To check compilation. If mentioned in toto Would cause consternation. It deals with all races and Colours from white, Of workers by day. And pilgrims by night. Married or Single. Able to read. Some questions are really The limit indeed!

Sex was determined—It must have caused walls. 'Corner cut off—In the case of females!'—CYN.

We are not particular just over where the anti-cyclone is at present centred. What we want to know is will it be fair this afternoon?

Winston, according to the photographs, is always changing his hats. No matter their shape, however, he still manages to talk through them.

A fortune awaits the inventor of an indicator of wife's frame of mind on returning. Late From the Office!

The dollar is sure to come down. Providing it does not go higher. That's the view of the experts in town. But many a prophet's a provaricator. Some urge you your sterling to sell. For the reason that silver is stronger; While others say buy it. Will this puzzle continue much longer?

A prosecution was brought this week against an establishment which served alcohol instead of tea. And to think of those places where they serve tea instead of alcohol!

It was stated in court this week that the Aberdeen villagers take their time by the police station clock. This is what one might living up to the name.

Reuter telegraphs that Frederick Landseer Maur Griggs A.R.A. and Leonard Campbell Taylor, A.R.A., have been elected members of the Royal Academy. Max Factor is "Dear Brutus" is a mystery play to pay for his publicity.



Dr. and Mrs. M. O. Pilgrim, photographed aboard the Empress of Asia yesterday, on their return from a tour of the interior during which they made with a very unusual programme in North Yunnan.

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Saturdays—12.30 p.m. to 1.30 p.m.

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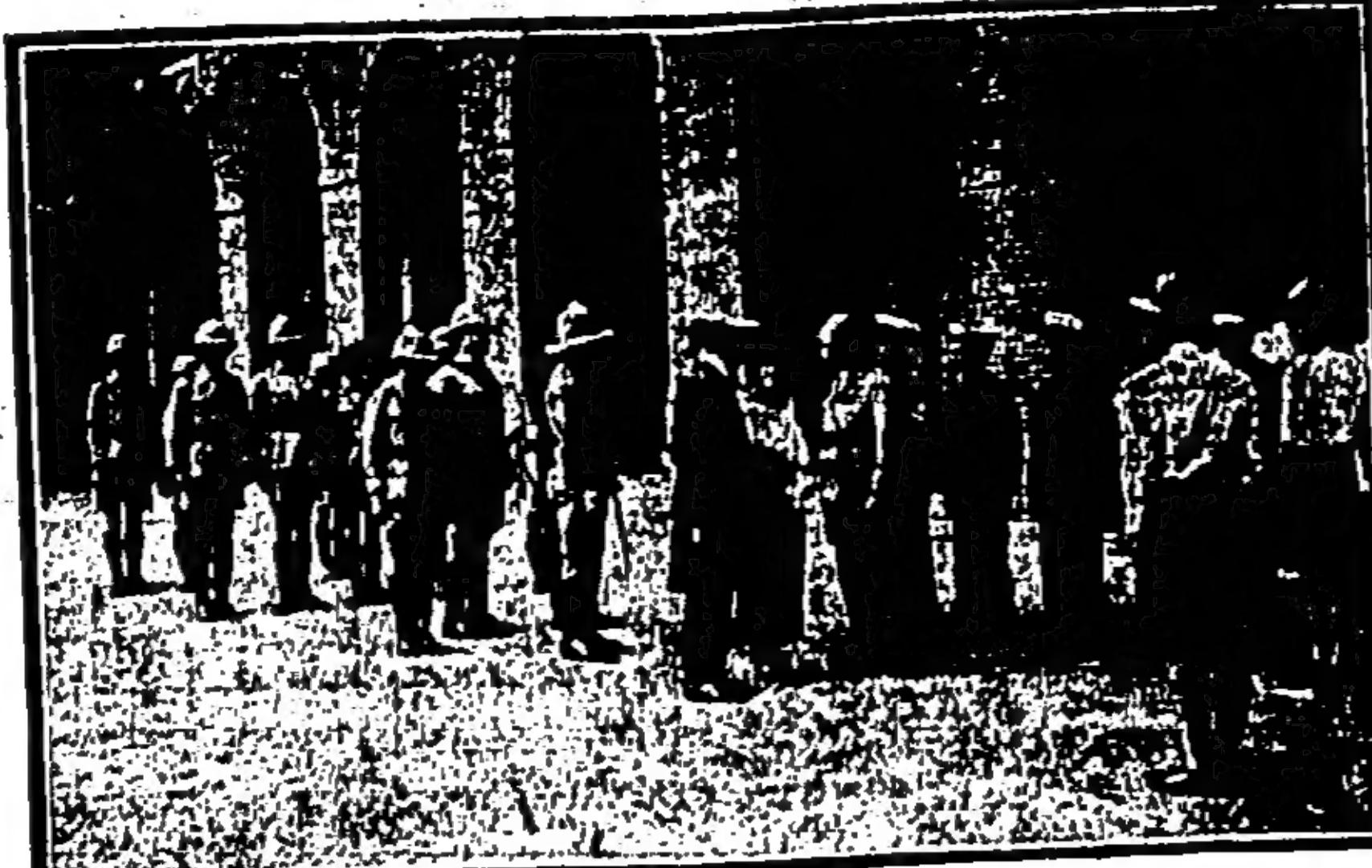
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LADY PEEL MAKES PRESENTATION.



Lady Peel being greeted on arrival at King's College on Friday last week when Long Service Medals and other awards were presented to members of the St. John Ambulance Brigade. (Photo: Mac Chau).

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 47/31.—Hongkong Volunteer Defence Corps orders by Lieutenant-Colonel L. G. Bird, commanding:

Friday, Nov. 13.

Parades.

(a) Corps Band.—1. The Band will attend at Headquarters for Band Practice on Monday, November 16th.

2. The Band will proceed to Camp for week-end November 20th-22nd.

Attention is called to Camp Orders already issued by Headquarters.

(b) Battery.—1. The Battery will parade at Corps Headquarters on Thursday, 19th instant at 5.30 p.m.

2. Until further notice Gun Drill will be carried out at Headquarters and not at Gun Club Hill as heretofore.

(c) Engineer Company.—1. Monday, November 16th. Miniature Range. There will be no D. L. instruction at Wellington Barracks on Thursday, November 26th.

2. The following will parade at Headquarters on Monday nights at 6.30 p.m. for squad and arms drill, until further notice:

Spr. T. Armstrong

H. E. Bealo

H. W. Brown

W. J. Brown

C. G. F. Crofton

Dress.—Multi, belt, sidearms and rifle.

3. Camp—November 27th.

4. Classification—Stonemasons, December 20th.

(d) Corps Signals.—1. Musketry Practices will be fired at the Peak Range on Sunday, 15th November. Firing will commence at 9.30 a.m. Uniform is optional but equipment must be worn.

2. Parade at Corps Headquarters at 5.30 p.m. on Tuesday, 17th November.

3. The Company will proceed to Camp at Fanling on the evening of Friday, 20th November. Details of trains etc. have been forwarded to all concerned.

(e) Armoured Car Company, Car Specification.—There will be no parades until after Camp.

(f) Scottish Company.—1. Remindier, Machine Gun Part II will be fired at Stonemasons on Sunday, 16th November. Launch will leave Queen's Pier at 8.40 a.m. and Kowloon Police Pier at 9.40 a.m.

Range Officer—2nd Lieut. T. P. Saunders.

2. The Company will proceed to Camp on Friday, 20th instant.

All Members to be complete with clothing and equipment.

(g) Portuguese Company.—The Company will proceed to Camp for week-end 20th-22nd November.

Attention is called to Camp Orders already issued by Headquarters.

(h) The Officers Commanding the undermentioned Units will issue their Orders separately to their commands:

I. Machine Gun Troop

II. Armoured Car Company,

Motor Cycle Section.

III. Machine Gun Company.

Camp, Notification Of.

Should any Member of the Corps have received a notification with regard to dates of the Annual Camp

ALLEGED THEFT OF A DIAMOND RING.

CHARGE AGAINST POLE AND PERSIAN.

Further evidence was given before Mr. Williams at the Central Police Court yesterday afternoon in the case in which a Pole and a Persian are charged with the larceny of a diamond ring from the Tung Hing Pawnshop and conspiracy to steal the ring which had been pawned.

Mr. M. K. Lo is appearing for the prosecution and Mr. F. X. d'Almada, Sr., for the defence.

Lee Lin, an accountant of the pawnshop, cross examined by Mr. d'Almada, denied that the defendants had consulted another man in respect of the various transactions. He also denied that it was the second and cheaper ring that was originally produced by the Pole.

When challenged as to his qualifications as an appraiser of jewellery, the witness said that what he had learned of jewellery was from experience, and, when given a ring to examine, said that it was worth about \$300, the diamond being of an inferior quality.

Mr. d'Almada intimated that he would call evidence to prove otherwise.

Shown what is alleged to have been the original diamond ring lost on pawn and the other ring said to have been used as a substitute, witness pointed out where he considered they differed, adding that the difference was so apparent as to be very obvious at first sight.

Lau Lum, the other accountant concerned, gave evidence corroborating Leo Lin's statements.

The case was adjourned until Wednesday.

he will please apply to The Adjutant at once for same, so that administrative arrangements may be completed.

Rifles and Bayonets. Drawing Of.

N.C.O.'s and men proceeding to Camp must draw their rifles and bayonets from Corps Stores before 6 p.m. on Thursday, 19th November.

Transfer.

No. 1472 Bdr. D. Black, Battery, is transferred to No. 7 Platoon, and reverts to rank as from 13.11.31.

No. 817 Gar. H. A. Angers, Battery, is transferred to No. 7 Platoon, as from 13.11.31.

Struck Off the Strength.

Not likely to become an efficient Volunteer.

No. 1578 Pte. H. S. Clippingdale, No. 1 Platoon, as from 13.11.31.

Having completed 3 years' service No. 796 Pte. H. Marriot, Reserve Company, as from 27.10.31.

No. 1122 C. Q. M. Sgt. C. F. V. Ribeiro, Port: Coy. H.Q. as from 30.10.31.

No. 1366 Pte. G. A. L. Plummer, No. 1 Platoon as from 13.11.31.

No. 1382 Sign. J. A. H. Plummer, Corp Signals, as from 4.11.31.

Permitted to resign.

No. 1701 Pte. A. J. Burgess, No. 7

STOCK MARKETS.

GLASGOW PROVIDES A SECOND SURPRISE.

London, Nov. 12.

Another surprise has been provided by the Glasgow Stock Exchange which has revoked the decision to permit option and continuation business from November 16, a step further than that taken by the London Stock Exchange which has decided to repeal, as from Monday next, the regulation imposed on September 26, following Great Britain's departure from the gold standard, that all bargains must be for cash.

The announcement was regarded at the time as being the first move towards the restoration of normal dealings.

Glasgow's latest decision has been taken "at the special request of the Treasury." This indication of Treasury influence, which has caused much comment in City circles, is taken to prove that the decision of the London Stock Exchange had treasury backing.—Reuters.

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(2) " " \$14.60	(2) " " \$10.40	(2) " " \$7.60
(3) " " \$13.00	(3) " " \$9.60	(3) " " \$7.00
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GUILTY LIPS

— LAURA LOU BROOKMAN "Author of 'MAD MARRIAGE'"

BEGIN HERE TODAY.

Pretty Norma Kent, 20-year-old secretary, marries Mark Travers, son of F. M. Travers, millionaire real estate dealer. In spite of the girl's opposition and threats to disinherit Mark.

The story opens in Marlboro, middle western metropolis. Mark sells his expensive radiator set money for the honeymoon and he and Norma leave for New York. On the train Norma meets Natalee Sloane, and it is evident from the girl's manner that she has known Norma before and for some reason seems to fear him.

Their money is soon gone, partly due to Mark's gambling. With \$500 borrowed from Sloane, the couple return to Marlboro. Mark takes out a loan of \$1,000 from the bank instead of hunting a job. He introduces Norma to Natalee Price, a debutante who has long wanted to marry Mark. When their funds dwindle again, Mark begins to hunt work seriously. He gets one job and loses it. Then he becomes a doorkeeper in Bloomsdale's department store. His mother's old economies at home.

When Mark's mother comes to call on them and urges the young couple to return home with him, Mark refuses. He and Norma spend a happy Thanksgiving Day together. Next morning Norma, on a shopping trip, hears a familiar voice beside her.

CHAPTER XXVII.

The two girls had almost reached Norma. One of them was talking eagerly. It was the shrill, high-pitched voice that caught her attention. Where had she heard that voice before?

Norma glanced from one face to the other. The taller girl, the one whose voice seemed familiar, wore a green suit with luxurious collar and trimming bands of dark fur. Her companion was in brown. Another instant and they were beside her. The girl in green looked directly at Norma. A fleeting change of expression crossed her face. In that instant Norma recognized Natalee Price.

"Oh—how do you do!" Natalee's voice dropped to a cooing sweetness. Her dark brows arched with their subtle hint of aloofness.

Norma, startled, said, "How do you do?"

The girls passed. Norma stood at the edge of the sidewalk, about to step down when the traffic light flashed from red to green. She heard Natalee Price's quick, high-pitched voice floating backward. "That my dear, was Mark Travers' wife?" She heard the other girl's incredulous. "No—but, Nat, such funny clothes!"

The rest of the words were lost. Six words spoken by a stranger—why should Norma feel those six words were to scorch their way into her brain and remain forever? Six words! But it wasn't the words that brought quick, hot circles to Norma's cheeks. It was the way they were spoken. As though for Norma to be Mark Travers' wife was something beyond belief. How dare they sneer at her "funny clothes"? Because she was trying to help Mark to save his money—was that something for these girls who had everything to laugh at?

"Funny clothes!" Her coat and hat were not funny! They were plain and cheap and the sort that hundreds of girls who worked in downtown offices wore. Norma was suddenly bitterly angry. Her small gloved hands dug into her coat pockets. Oh, what could she do to show Natalee Price and those others how little she cared for what they said or did? What could she do to let them know that if she wore cheap clothing it was their thoughts that were cheap, their ill-manners and discourtesy that were ugly?

The street signal flashed red but Norma was so preoccupied she did not notice it for several moments. Then she realized the others about her had gone on. She crossed the street hurriedly.

"Funny clothes" that girl had jeered. Norma caught the reflection of herself in a plate glass window. Well, she probably looked "funny" to Natalee Price's crowd because her coat wasn't an exclusive creation from Fanchon's or Monot's. Her hat too—that was "funny" because it had been bought from a bargain table and reshaped according to Norma's own taste.

She forgot her morning errand and walked a block past the five-and-tent store where she was to begin her purchases. "What right has Natalee Price to set herself up as a judge of other people?" Norma raged inwardly. "What has she ever done to make herself better than anyone else?"

She knew without need to hesitate the answers to those questions. Natalee's father was rich. Natalee was "in society," her name and pictures in newspaper society columns frequently. But those were not the things that mattered. What gave Natalee Price her tremendous advantage was the fact she belonged to the life Mark had always known before his marriage. If Natalee snored at Mark's bride it meant others would do so.

Was she so pitifully a failure? Was she a hindrance to Mark? "But he married me!" Norma told herself defensively. "He knew Natalee first and instead he married me."

The mood burned only a little less fiercely when later she stood at a counter piled high with dishes and selected a blue-flowered saucer to take the place of the one she had broken. Lucky to find the same pattern, in stock. Well, the oil cloth was next on the list. Norma moved across the store.

She was buying five and 10-cent supplies for Mark's kitchen while Natalee Price and her friend might be trying on gowns that cost hundreds of dollars, for coats worth fabulous sums.

"Oh, what do I care!" Norma told herself a little too insistently. She was remembering that only yesterday she had declared nothing was lacking from her happiness. That was when Mark had praised the Thanksgiving dinner she had cooked.

She said to the blond girl behind the counter, "I want a yard and a half of that blue oil cloth. No, the plain piece."

Mark Travers looked up as the newcomer leaned his elbows on the lunch counter.

"Why—Johnson? I'm a blue-faced baboon if it isn't the old boy himself! How're you, Johnson?"

The newcomer drew back and thrust out a hand in greeting. "Glad to see you, Mark," he said heartily. "This is a surprise! Didn't recognize you when I came in. I—I'm very well, thank you. Looking first-rate yourself!"

Mark laughed. "Sure, I'm O. K. Tell me, Johnson, how's the old place bobbing along? Miss me down there?"

They were sitting at a drug store lunch counter. A half-consumed sandwich lay on the plate before Mark. He raised a heavy porcelain cup to his lips. The man beside him was middle-aged. He wore a gray hat and dark overcoat. Below the rim of the hat the close-clipped hair showed a grayish tinge. Johnson had the manner of a quiet, efficient man who has spent most of his life executing other men's orders. He had done that, Johnson for 15 years had been a reliable cog in the smoothly operating mechanism building up F. M. Travers' real estate holdings and F. M. Travers' annual dividends.

At 55 Johnson was in charge of the department to which Mark had so casually and briefly lent his services the few months he had been in his father's employ. And at 55 Johnson received a salary considerably less than that which had been paid to Mark.

Traditional homage to all persons and things associated with the name Travers coloured George Johnson's voice.

"Oh, we're getting on about as usual," he answered Mark's question. "Never very much change, you know. Yes, indeed, we miss you."

The big boy in the white coat across the counter paused significantly—almost beligerently—in front of Johnson. "Whassa order?" he demanded in a voice with a nasal quality.

Johnson hesitated. "Let me see—" He studied the menu chalked on the mirror-lined wall. "A fried egg sandwich," he announced. "And coffee. No cream, please. And apple pie!"

The order given, he turned again to Mark. "You know, I'm really glad to see you," he repeated. "We've missed you. I read—or, about your marriage. Of course I wish you and Mrs. Travers every happiness."

"Thanks. Guess I haven't really been missed around the office, though. Little enough I ever did there."

"But you'd been with us such a short time. You were getting the thing very well—doing splendidly."

Mark was not interested. He interrupted. "Tell me, how's Dad looking?"

"Oh, he's well. About as he always is, I should say."

"Glad to hear it. You probably know a certain unpopularly dressed man, his one and only son..."

"Oh, I'm sorry! To tell the truth I had heard a little something of the sort. But it will clear away, I'm sure. It will clear away in just a little time."

Mark's eyes had suddenly rested on the clock across the room. He was on his feet, reached in his pocket and shoved some coins across the counter.

"Got to beat it!" he exclaimed. "Got to be back at 1:15. See you again soon, Johnson. St'ong!"

Before his companion could frame a reply the outer door swung shut on Mark's departing back. A girl in a red coat climbed on the seat the young man had vacated. Johnson looked furtively over one shoulder, readjusted his spectacles and attacked the wedge of pie.

That night Mark spoke to Norma about meeting his former associate. "Funny old duck," he described Johnson. "Good-hearted, though." Mark was wondering rather vaguely just why he had been so pleased to see the older man. It had also occurred to Mark, as it had not previously, that it was strange for Johnson to lunch in a place so far removed from the real estate company's headquarters.

On, well—he probably liked to get away from the place occasionally. It was the third day afterward that Mark, entering the drug store lunch room, heard his name called. He glanced about. There on the third chair from the end of the row sat Johnson.

JUST UNPACKED

HATS, BAGS and GLOVES

A BIG SELECTION OF

New Hats

PASTEL SHADES also

WHITE

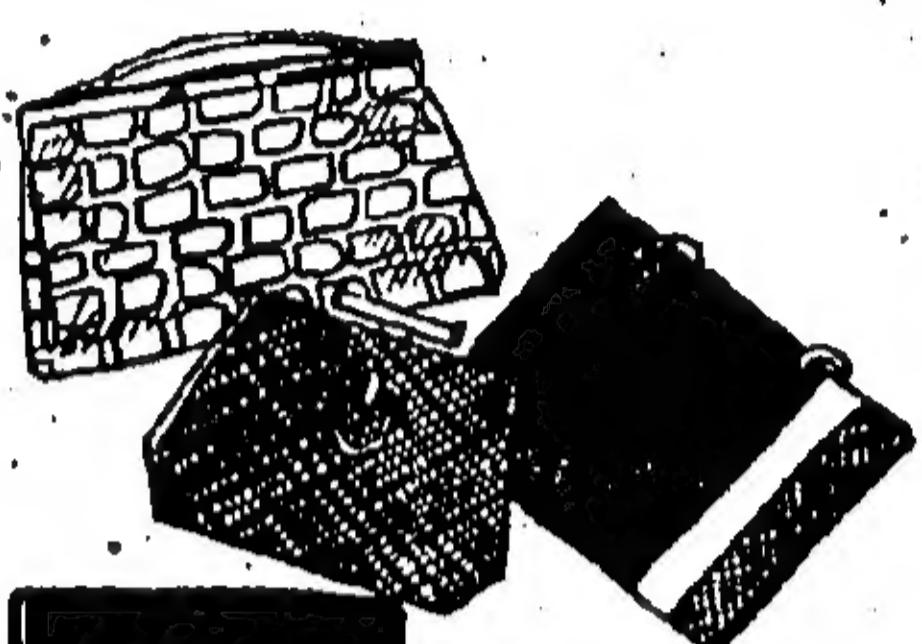
Suitable for Warm Days.

HAND BAGS

From London, Paris and Vienna

LATEST DESIGNS and COLOURS

Over One Thousand to Select From.



GLOVES

KID, FABRIC, AND SILK

IN ALL

NEWEST TONES

INCLUDING GAUNTLETS

ELITE STYLES

A. P. C. BUILDING.

TEL. 22432.

"Hello!" Mark sang back cheerfully. "Getting to be a steady customer, aren't you?" He climbed on the nearest seat.

"I was hoping to find you here," George Johnson said earnestly. "I've something to tell you, Mark—"

"That so?" Surprise in the young man's voice. "Well, let's have it."

"It's a message from your father."

"What's he got to say? Why doesn't he say it himself?"

"He asked me—that is, I came because—"

"Look here! Did my father really send you to tell me something?"

Johnson gulped as though his task was uncomfortable. He nodded affirmatively as he said, "He wants to see you, Mark. He asked me to tell you that."

"Wants to see me? You mean he sent you to say that?"

"He asked me to tell you he wants to see you about an important matter. What that may be I wasn't informed. I judged, though, that it might be about business. He—he seemed very anxious about this matter."

"Listen, Johnson, this is on the level, is it?"

"Oh, absolutely! You know me better than to doubt me. You know I wouldn't interfere in your private affairs nor those of your father. I'm carrying out instructions, Mark."

"But I've got a job. I don't have time to go down there."

"Any time you set I'm sure will suit Mr. Travers. If you could stop at the office when you've (Continued on Page 15.)

VISIBLE CARD RECORDS

Records worth keeping are worth Recording

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REGD. TRADE MARK

BRITISH MADE

Roneo Dex takes care of all Business Records

WRITE TO-DAY

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FRIDAY AND SUNDAY

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AND ON SATURDAYS
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THE KING'S—
THE RENDEZVOUS
FOR—
MORNING COFFEE
AFTERNOON TEA
TIFFINS
DINNERS AND
AFTER CINEMA
SUPPERS

DINE AND DANCE AT THE KING'S

LANE CRAWFORD, LTD.
TEL. 24918.



BUT THEY
MUSTN'T
TELL!

FLETCHER'S HAIR TONIC

It is the ONE reliable hair preparation. It does remove DANDRUFF—and it does more. It stimulates the HAIR ROOTS heals scalp irritation, and leaves the hair Soft, Lustrous and Full of Life.

Take care of your hair while you've got it. Start with Fletcher's Hair Tonic to-day.

THE PHARMACY

Asiatic Building. 26, Queen's Rd. C.
Telephone 20245.

INTERPORT TEAM.

SHANGHAI'S ARRIVAL HERE YESTERDAY.

The Shanghai interport cricketers arrived on board the Empress of Asia yesterday afternoon and were met by a large number of local cricketers, including Mr. E. J. R. Mitchell, Hon. Secretary of the Hongkong Cricket Club, Mr. T. E. Pearce, captain of Hongkong's team.

As usual the various members of the team are being accommodated by friends during their stay in Hongkong. The Hongkong C.C. grand stand was placed at the disposal of the visitors yesterday afternoon when the players indulged in some practice. The team will be selected this morning from the thirteen players who have been sent down.

The interport match starts this morning, commencing at 11 a.m. but on Monday and Tuesday the start will be made at 10.30 a.m. Luncheon will be taken between 12.45 p.m. and 1.30 p.m. while stumps will be drawn at 5 p.m. each day.

A fee of 60 cents, including tax, will be charged for admission to the public stand.

On Wednesday the Shanghai players will meet the United Services, who will be represented by Capt. Burnett (capt.), Lieut. A. M. Amstruther, Lieut. F. F. S. Barlow, Lieut. A. C. Hamilton, Mid. Hunting, Lieut. J. K. MacFarlan, Capt. Mun., Capt. Mirehouse, Lieut. Com. R. J. Shaw, Lieut. Com. Skyrme and Lieut. O. N. Younger.

Contrary to expectation the team which will play the Shanghai interportors on Thursday will consist of the Kowloon C.C. eleven who now, as has been announced, Kowloon. The Kowloon C.C. will be represented by J. C. Loyal (capt.), E. C. Phipps, E. Zimmoen, G. C. Burnett, F. S. W. Smith, F. E. Skinner, F. Goodwin, E. P. Fletcher, W. C. Hung, F. E. Lawrence and N. A. E. Mackay.

Shanghai Optimism.

Mr. Donald Leach, the Captain of the Shanghai team, interviewed yesterday afternoon just after he had come into the pavilion after an invigorating 'knock' at the wickets, was very optimistic of Shanghai's chances of winning the 'ashes,' and said that he was looking forward to the game.

Altogether thirteen players have come down, and he said the team would be chosen this morning. He expressed himself as being very confident of his men, and was particularly complimentary about Booth and Coward, whom, he said, he expected to see get many runs. The latter would also be the wicket-keeper of the side.

Speaking about the trip from Shanghai, he said that they had enjoyed it tremendously, and though they experienced some bad weather, still they were all good sailors, and when they landed were all in first class condition.

He was sorry they could not make Hongkong earlier, but their going to the assistance of the Petersfield was an exciting incident in their voyage. Although they had only an afternoon's practice, he said it served no purpose postponing the match till Monday, as the sooner they got over with it the better.

CANNED FOOD.

BIG INCREASE IN BRITISH INDUSTRY.

London, Nov. 13.

Replying to a House of Commons question, the Minister for Agriculture, Sir John Gilmour, gave figures showing the remarkable progress made in the last few years in the British canned food industry.

The latest figures available are those for 1930, which show that in two years the output of canned British fruit and vegetables has quadrupled, while it is understood that the figures for last year will show a further great increase.—British Wireless.

OXFORD TROUNCED.

SOUTH AFRICAN RUGBY TEAM WIN COMFORTABLY.

London, Nov. 13.

The South African rugby tourists had Oxford University as their opponents and won by 24 points to three.—Reuters.

FRECKLES AND HIS FRIENDS

AS A SURPRISE TO FRECKLES, MR. KINGSTON, THE RAILROAD PRESIDENT, HAS SENT A SPECIAL AIRPLANE AND PILOT TO PICK THE BOYS UP AND TAKE THEM TO THE LAKE.

THE MCCOOSEY'S LIVE RIGHT UP THIS STREET... THERE ARE THREE KIDS NOW WAITING OUT IN FRONT OF THE HOUSE... GUESS THEY KNOW YOU'RE COMING!!

MAYBE THEY HEARD ME WHEN I WAS FLYING LOW UNDER THE FOX THIS MORNING, LOOKING FOR THE SHADYGIDE AIRPORT...

ALL RIGHT, BOYS... HOP IN THE BACK SEAT AND WE'RE OFF FOR THE FLYING FIELD!!

HOW AH' POP ARE WATCHING US GO... GEE' I BET THEY WISH THEY WERE GOING ALONG!!

G'BYE MOM! G'BYE POP!! WELL BE BACK IN A FEW WEEKS!!

GEE, FRECKLES, I JUST NOW HAPPENED TO TURN... AN' NOW WILL FIND OUT I DIDN'T TAKE A BATH BEFORE I LEFT!!

HOW WILL SHE OSCAR?

I FORGOT TO WET THE SOAP!!

Blosser

WOMEN'S WORLD FOR OUR LADY READERS.

PERSONALITY SHINES FORTH IN NEW SEASON'S JEWELLERY.



A SWEET VOICE.

How to Cultivate it.

A sweet musical voice is within the reach of everyone. It something to be proud of, for, while it pleases others, it engenders self confidence in the owner. Also it offers much scope for self-expression as the delicate manipulation of the strings of a harp.

There is a certain magic and charm in some voices, an enchanting note which thrills us, while in others it is entirely lacking. No woman has charm, however beautiful she may be, unless she possesses a musical voice.

To test your voice, its tone, its timber, and its various qualities, it is necessary to listen to yourself conscientiously during conversation, and to analyse ruthlessly and dispassionately its good and bad points.

This does not mean going to the other extreme and becoming one of those persons who talk merely for the sake of listening to their own voice. Neither does it imply affectation, for this is delectable, and is quite another thing from the natural desire for a charming voice.

A Few Hints.

Here are a few hints for acquiring that musical tone that will make you feel in tune with all the world. Breathe correctly, breathing in through the nose and out through the mouth. Good lungs are the foundation for a good speaking voice, and a few minutes' breathing exercises every morning will work wonders.

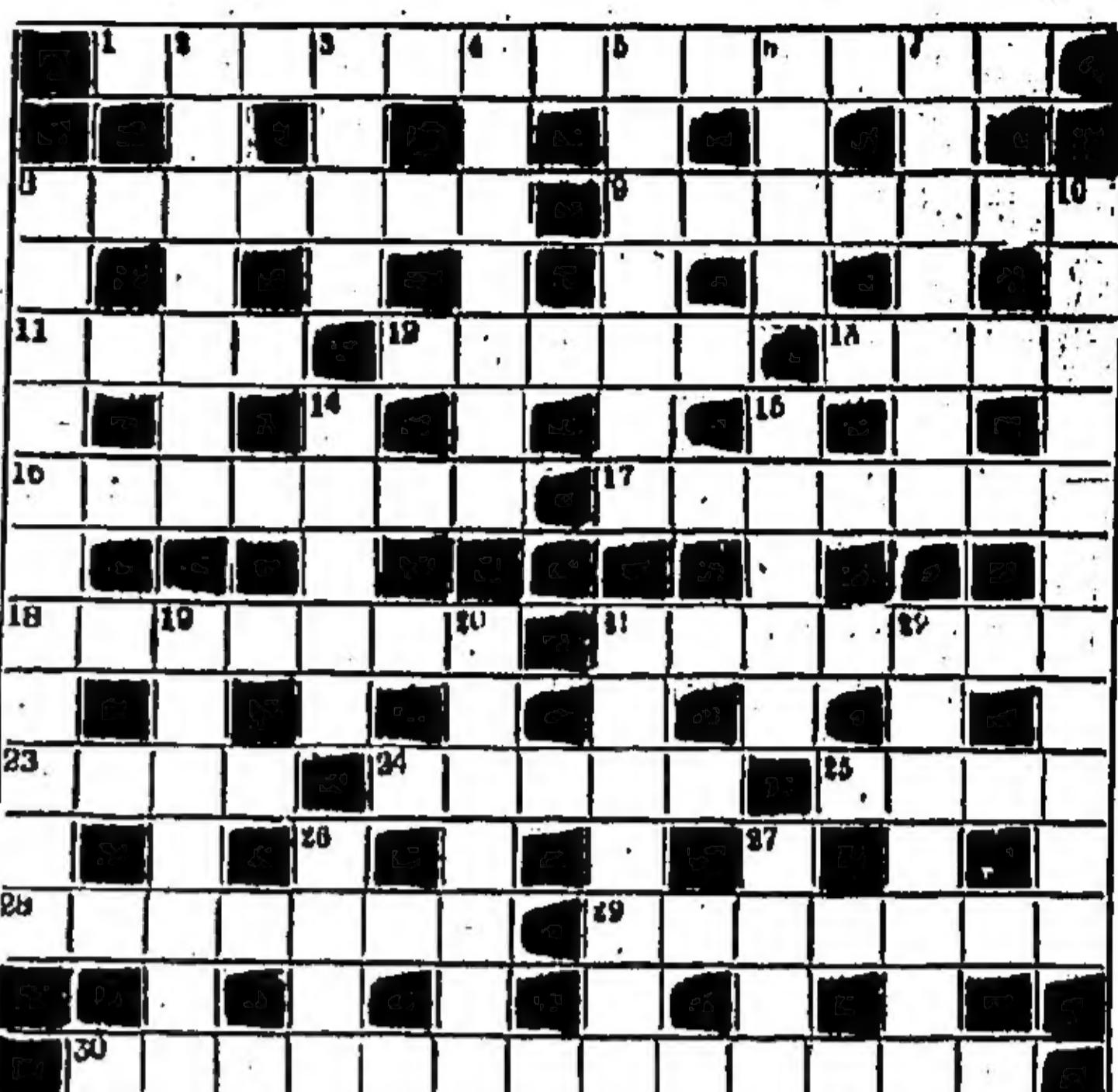
Pitch your voice low; shrill highly pitched speech is seldom pleasant to listen to, and is often nervous racking. A low pitched voice is usually richer in tone, and besides being soothing and reassuring, gives an impression of thoughtful personality.

Be distinct and do not speak too quickly. What you have to say should be worth listening to, and a careful speaker commands more attention and gives a weightier impression than a gabbler.

Cultivate a friendly voice. Perhaps the secret of the voice that makes friends is that of sympathy. A sympathetic tone seems to take you into its confidence and to be meant for your ears alone. It is not so much the actual words that are spoken as the lovely way in which they are said that matters.

Above all, be cheerful and tolerant of others. The most intelligent dialogue falls flat and insipid if it is not upheld by courtesy and the fragrance of human understanding.

OUR BRITISH CROSSWORDS.



Across

- Obtainable at most inns for man and beast.
- Rolling stock necessary for court presentation.
- Physical characteristics of a dilemma.
- Looks as though father was being urged to continue to play the fool. Surely this is unequalled?
- Little girls like the sound of this London suburb before it puts on weight.
- This, for itself, caused Shakespeare a good deal of work.
- A reception where money has passed.
- Nowadays not only a man will serve, but women too.
- "Absence makes the heart grow fonder"—of Beauty, fare thee well!"—T. H. Baile.

Yesterday's Solution.

ARSenic MEALIES
TISSUE ACNE
TENDRIL REMOVAL
IGALI VELARE
COLD ROLES ALE
LIE BULL FIFT
ENTRIES STRIDES
LAUREL
ARIADNE CHRONIC
SINNERS SOEUR
TWIN STONE EMMA
HAT CUCKETS
IMITATE EASIEST
CLAD MERMIRE
TALLIES TREASON

Yesterday's Solution.

STICKERS

MA KEPT A LION.

Can you rearrange the letters in the above sentence to form one word?



Versatile.

MRS. MOTONO.

Massage.
Hand and Electric
31b, Wyndham Street.

WASHES
ARTERY
STORMS
HERMIT
ERMIN
SYSTEM

In the above word square letters have been filled in place of the dots, and each word reads the same from top to bottom as from left to right.

FOR SALE OR TO LET.

MOUNT PARKER SANATORIUM.

Enquiries are invited for the purchase or rent of the property known as Mount Parker Sanatorium, situated on the ridge overlooking Tai Foo Valley (Quarry Bay) and Ty Tam Valley, consisting of three substantial blocks of buildings suitable for a school or hospital, with approximately 186,000 square feet of land.

Apply to Butterfield & Swire (Accounts Dept.).

By Blosser



**FREE!**

A Real Valet Auto-Strop Safety Razor, Complete with case and strop, will be given away Free with every tube of McKesson and Robins Shaving Cream purchased at—

The Hong Kong Dispensary
A. S. WATSON & Co., Ltd.
Est. 1841.

RECEIVED

ex. S. S. "Khiva"

A New Shipment of
"H. M. V." RECORDS.

Including

Gems from "Miss Hook of Holland"
"Puzzle Record No. 2"
and many others of equal interest.

S. MOUTRIE & Co., Ltd.
Chater Road.

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ARE NOW SHOWING

A Charming Selection
OF THE LATEST STYLES
IN—
AUTUMN WEAR
For
LADIES' and KIDDIES

Lane, Crawford, Ltd.

All Studebakers now have
FREE WHEELING
and all closed cars have
RADIO ANTENNA
ingeniously and effectively
concealed in roof.

STUDEBAKER
SPA
PIERCE-ARROW

DRIVE THIS!—
NEW STUDEBAKER SIX
SEDAN—EXPERIENCE THE
CHARM OF free wheeling
and FEEL THE SECURITY
OF INSTANT POSITIVE
GEAR SELECTION FROM
ANY POSITION AT WILL
WITHOUT STOPPING

MODEL "54" REGULAR
SEDAN—BROWN BODY
WOODEN WHEELS—MOHAIR
UPHOLSTERY—Completely
equipped with BUMPERS
SPARE TIRE & TUBE.

PRICE HK\$4732.

VEHICLES MAY BE INSPECTED
AT OUR STUBBS ROAD GARAGETHE HONGKONG HOTEL
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stubbs Road Happy Valley

The
Hongkong Telegraph

SATURDAY, NOVEMBER 14, 1931.

FRANCE'S ONUS.

The Prime Minister's warning that next month may see the world on the fringe of a storm area cannot be over-emphasised. A host of pressing problems shelved in the last twelve months cannot longer be relegated to the future. Britain is pressing strongly for a world conference to sort out the currency muddle. The disarmament conference is scheduled to begin in February, with Manchuria providing a serious complication. A heavy responsibility rests on the governments of the Old and New Worlds to prevent catastrophe when the credits granted to Germany mature.

Bound up with all these questions, even disarmament, are war debts and reparations. And the only solution which suggests itself is a strengthening of the ties which M. Laval and Dr. Bruegel recently established between France and Germany. Viscount Cecil recently stated that a genuine Franco-German rapprochement would end seventy per cent of the world's troubles, and he struck them squarely on the head. A revision of reparations is essential. It is useless to brook the fact. In answer to Germany's claims to revision, her creditors have always referred her to Washington, pointing out that they have agreed to cancel two-thirds of Germany's reparations in return for a cancellation of war debts. This has proved a complete stumbling-block hitherto, but there is reason to believe that one of the results of the visit of M. Laval to Washington a few weeks ago was a tacit understanding that, at last, America is prepared to discuss readjustment of war debts according to the capacity of her debtors to pay, which means, in the last analysis, the capacity of Germany to pay.

The question before the Franco-American statesmen was: "Shall the moratorium be lengthened or shall war debts be revised?" The year's holiday granted is clearly inadequate. There has been no upward swing in the trade cycle to suggest that payments can be resumed in July next. Many authorities have, therefore, urged that the period of grace be extended to three years, even five, if

necessary. They argue that the world must settle down to price stability before resuming arrangements the burdensomeness of which depends on the movement of prices. A revision of war debts according to capacity to pay would obviously be difficult in a period of fluctuating prices. And yet, at the same time, the accumulation of uncertainty is not destined to assist business to find an even keel. The crux of the matter is Germany. She has to face the possibility that she will be divested of her short-term capital on March 1. The export trade is being pushed tremendously in order to pay off commercial creditors. But it is an uphill task and one which has been rendered doubly difficult by Britain's forced abandonment of the gold standard, causing neighbours of Germany to follow suit. It is arguable, in these circumstances, that Germany would work back to equilibrium with greater enthusiasm if her reparations commitments were scaled down instead of merely delayed.

France has a great opportunity of cementing newfound ties of friendship with Germany to-day. A definite move from Paris in favour of a reduction of reparations, which are practically assured, would represent a happy gesture which would not only be received with rejoicing in Berlin, but which would serve to place Franco-German relations on a happier footing than they have been for nearly a century. The first move, however, must come from France. Will you rise to the occasion?

A Spanish Joke.

With so many nations of the world facing up to relentless economic and industrial worries which have for thousands robbed life of a spile of laughter, the spectacle afforded by the blissful manner in which the Spanish Government has thrust aside these complicated problems and concentrated on sentencing Alfonso, now safely beyond its reach, to life imprisonment, will be thoroughly appreciated. The "Guilt Committee", which came to this momentous decision, when it presented its report to the Cortes, was, we are told, loudly cheered. It is also conceivable that the ex-King, when he heard of the "sentence," favoured it with one of his famous smiles. The cream of the jest, however, is the Committee's rider that it only refrained from recommending the death penalty on account of the exclusion of capital punishment from the new Code. It all seems very childlike. King Alfonso must himself feel very deeply for the future welfare of his country and his old subjects under such petty administrators. The threat to his life, the sentence of imprisonment and the confiscation of his property are waste of time. Spain's rulers have far bigger and more important matters to which they should be devoting their attention instead of trying to "get their own back" on a man, who, even if he did not fulfil the wish of the masses to the letter, at least showed a sweet reasonableness at the end and gave them the power they were seeking. If they abuse that power and misuse their time in staging comic operas, it does not augur well for the future prosperity of the country. But whatever view is taken, the "Guilt Committee's" sentence remains for the world to chuckle over, and thus forget, for a moment, its cares and troubles.

**TWICE ROBBED IN
FOUR DAYS.****KOWLOON RESIDENT
BURGLED.**

Petty thieves appear to have a special liking for the residence of Mr. T. S. Fraser, of No. 276, Peking Buildings. Mr. Fraser has been victimised twice this week.

On Monday, some-one effected an entrance and stole a small carriage clock, a purse containing about \$8 in money, and a small slide rule from a jacket pocket.

On Thursday night, another invasion resulted in the loss of a sewing machine.

DAY BY DAY

A CHEERFUL TEMPER, JOINED WITH INNOCENCE, WILL MAKE BEAUTY ATTRACTIVE, KNOWLEDGE DELIGHTFUL, AND WIT GOOD-NATURED. IT WILL LIGHTEN SICKNESS, POVERTY, AND AFFLICITION; CONVERT IGNORANCE INTO AN AMIABLE SIMPLICITY, AND RENDER DEFORMITY ITSELF AGREEABLE.—Addison.

It is notified that the Hon. Mr. E. Hallifax, G.M.C., C.B.E., read duty as Secretary for Chinese Affairs on November 9.

His Excellency the Governor has appointed Mr. William James Carrie to Senior Assistant Colonial Treasurer, with effect from November 2, 1931.

A proclamation issued by His Excellency the Governor indicates that a new coinage of Hongkong one-cent pieces is to be undertaken in the near future.

The Gazette notifies the appointment of Professor L. T. Rids, M.A., M.B., B.Ch., M.R.C.S., L.R.C.P., to be Lieutenant in the Hongkong Volunteer Defence Corps, with effect from October 20, 1931.

The Annual Drill Display of the Hongkong Fire Brigade will take place on the Compound of the Central Police Station at 3 p.m. on Wednesday next, the 18th instant. The public are cordially invited to attend and witness the Display.

The first of the weekly services to be conducted by the Church of England at the Colonial Cemetery Chapel will be held to-morrow with Evensong and Address at 5.15 p.m. A monthly Celebration of Holy Communion is also to be held in the Chapel on the first Sunday of each month at 8 a.m.

The verandahs of the first and second floors of No. 112 Temple Street collapsed suddenly yesterday morning and caused some alarm in the neighbourhood. Several men were working at the time but all escaped injury. New verandahs were being erected, and for some reason, the shoring gave way, causing the collapse of the front of the building.

The real trouble with inventions is that they complicate the business of life quite as much as they reduce the effort of living.

Why be Bothered.

There comes a point when people would rather do a thing in the old, bad clumsy way than go to the trouble of setting the machine that is ready to do it for them easily and quickly.

There must, for example, be tens of thousands of perfectly good cigarette lighters stowed away,

useless simply because they need either a new flint or more petrol.

And until inventors have discovered a means of overcoming the ordinarily uninviting man's distaste for anything mechanical their business of inventing is not at an end.

At first the fountain pen seemed miraculously to have made writing as effortless as talking. Then the stupid, lazy human race began to grow tired of the delicate operation of filling a fountain pen. So the self-filling fountain pen was conceived, and the marvel of 25 years ago now seems as awkward and old-fashioned as the quill and the sand box.

New York Terminals.

March 1932 6/8*1/4* up 2*1/2*d.

May 1932 6/10*1/2* up 2*1/2*d.

August 1932 7*1/2* up 2*1/2*d.

December 1931 6*1/2* up 2*1/2*d.

Buyers at above prices, sellers asking 2*1/2*d.-2*1/2*d. more.

London Terminals.

March 1932 1.27 down 1 pt.

May 1932 1.30 down 2 pts.

July 1932 1.34 down 3 pts.

September 1932 1.39 down 2 pts.

December 1931 1.30 down 1 pt.

Sourabaya (18/11/31).—Trust Mills sold 2,000 tons Whites, buyers and price not disclosed.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.

March 1932 6/8*1/4* up 2*1/2*d.

May 1932 6/10*1/2* up 2*1/2*d.

August 1932 7*1/2* up 2*1/2*d.

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The Distracted Housewife.

Domestic labour-saving inventions, again, very often arise out of a mistaken conviction that women, though apparently on the

very verge of physical collapse, all have the brains of an Edison and the fingers of a watch-maker.

PHIPPS discovers IDEAL SEASON-TICKET HOLDER.

Peter is the ideal season-ticket holder. He doesn't smoke, he doesn't object to smoking, he doesn't insist on the window being up, down, or half-way, he doesn't snore, and he doesn't want to know what the devil the country's coming to.

Peter travels every day on the L.N.E.R. between Goodmayes and Romford. He is exceedingly popular with his fellow travellers, who frequently come up and pat him on the back. Peter just grins and wags his tail.

Yes, Peter's a gay dog. As a matter of fact, he's the first dog in history to be a season-ticket holder. He loves the Night Life. Which is just as well, considering he belongs to a night-watchman.

He enjoys the distinction of being the first four-legged season-ticket holder. But he doesn't occupy a quarter of the area normally monopolised by those gentleman who are something in the City and about twice that in a corner seat. And he always gives up his seat to a lady.

For Polly Too.

He has, of course, set a precedent. It will not be long before the old lady with the parrot that must have its nourishment every twenty minutes ("Guard, I insist: Polly is lacking in proteins") applies for a "season," and it will not be long after that before the guard applies for a pension.

The amenity is bound to be sought, too, by those who take life Pekinese. With a first-class season "Tootsie" would be enabled to enjoy that "corner, facing," so

Wanted: Enterprise to Press a Button.

By NORMAN R. COLLINS.

NECESSITY may be the mother of invention, but luxury quite as often seems to be the father.

For example, who has ever heard of greater luxury than that provided by an alarm-clock which, instead of ringing a strident jangling bell, sets a gramophone playing? The whole thing is positively Oriental in its opulence—like that Emperor of China who had clockwork nightingales to lull him to sleep.

Yet the alarm clock which rouses the sleeper to the sound of soft music, and not to a noise like a telephone bell, was on view at the Exhibition of Inventions recently held in London.

A lot of recent inventions, indeed, seem to have been conceived in the same spirit of luxury. The device I read of whereby a one-legged man can go mountaineering is obviously merely a good-natured means of indulging a whim and not a strict necessity.

A Peeler For Shrimps.

The instrument which peels shrimps might in certain circumstances be extremely useful, but it is difficult to see how it could ever be essential.

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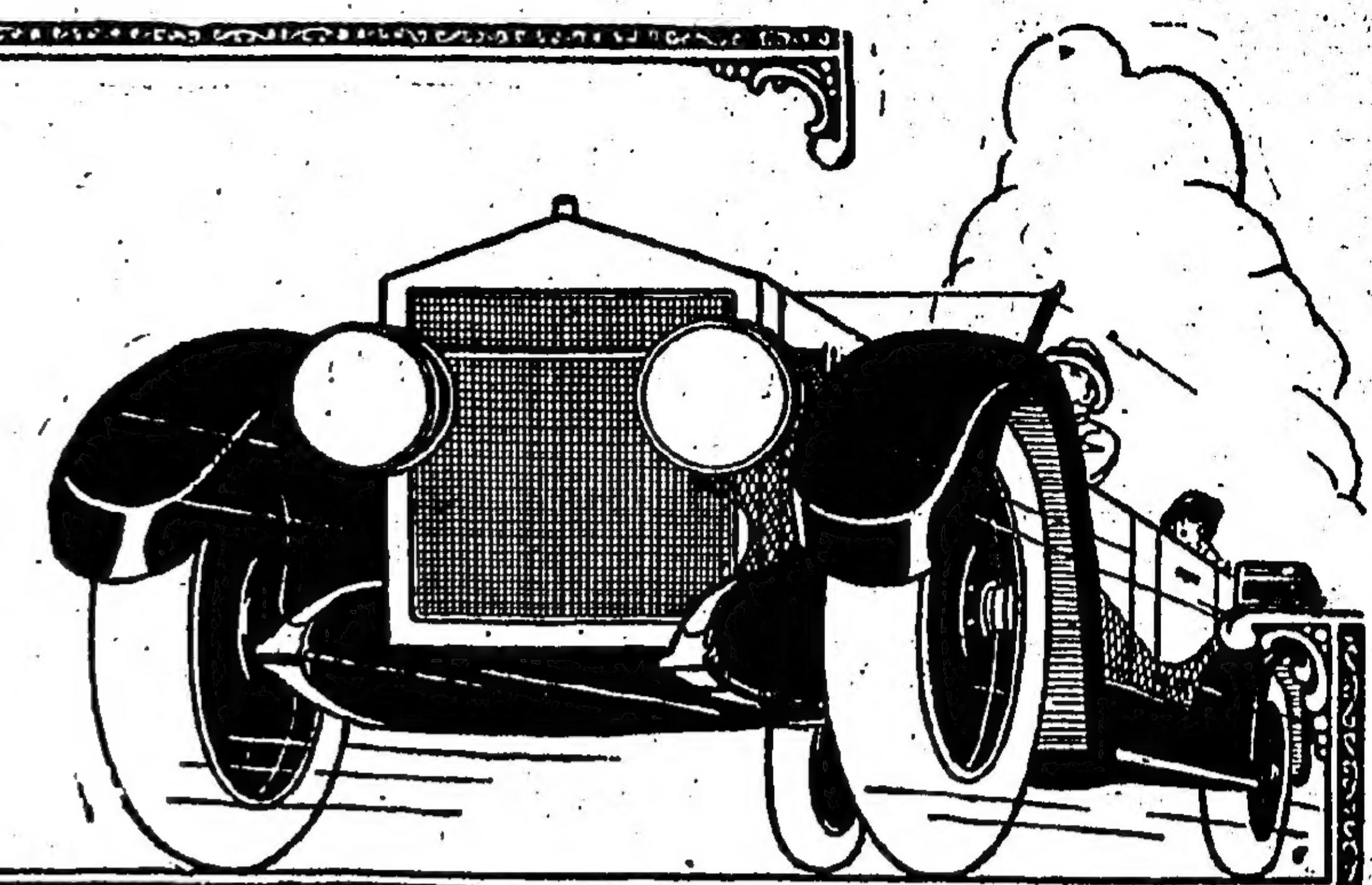
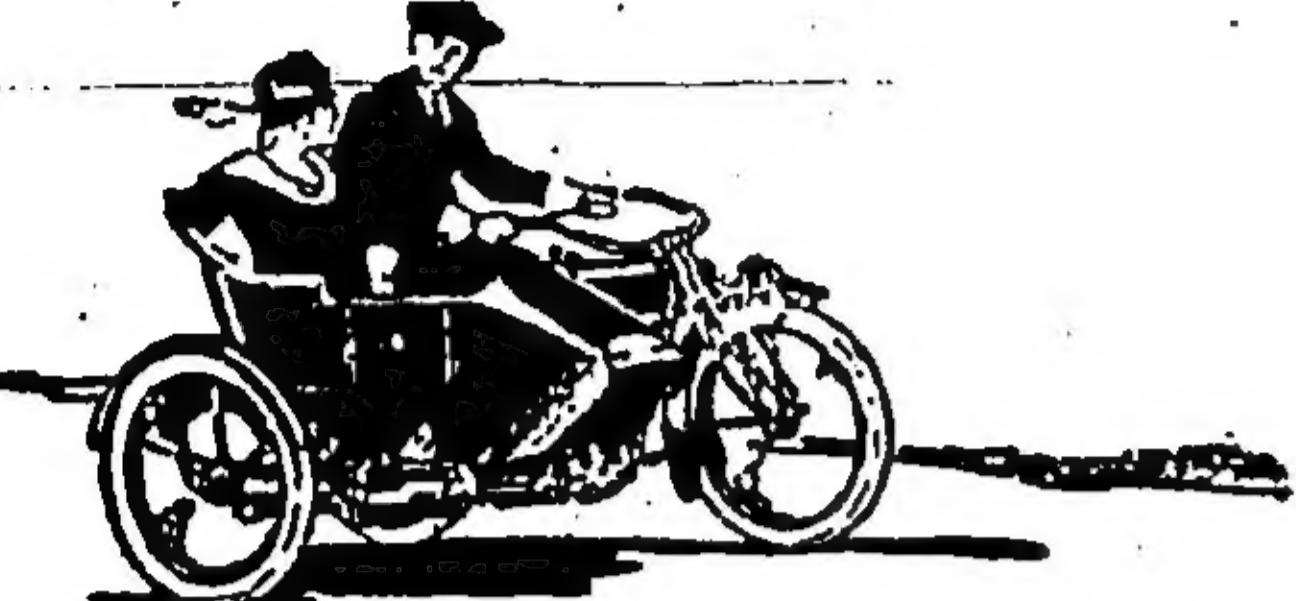
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 14th NOVEMBER, 1931.

*Being The Official Organ of
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MOTORS AND MOTORING.

Trying Cars Before the Show.

(By John Priolenu.)

There is one advantage—perhaps most people will agree—the only one—in the practice of announcing and actually producing the annual new models of cars before they are to be seen at Olympia, and that is that prospective buyers have an opportunity of having, at all events, preliminary trial runs before they are faced with the increasingly difficult task of making their choice at Olympia. Apart from the fact that it is yearly becoming more difficult to make a sensible choice amid the disturbing glitter and show polish, to say nothing of the noise and atmosphere, it is essential that the buyer should have some mechanical data on which to base his choice before his attention is diverted by the more specious appeal of coach finish and equipment.

With the new models, or at any rate a number of them, available for trial two or three weeks before the Show opens, the business is considerably simplified, and the man or woman who is looking, as many are doing now, for a car which will give them faithful service for at least two or three years, will be well advised to apply to the local agent for, at all events, a brief trial run before going to the Show. It is much better to take one's list of possible choices to Olympia with certain facts about performance and comfort established than to allow oneself first of all to succumb to the appeal of features which are of secondary importance.

Look for Prime Faults. The best principle on which to set about the business is to look for prime faults. The first of these is heavy wandering or indefinite steering. Few faults are more likely to put one out of contact with one's new purchase than steering that is not, as nearly as possible, "automatic". It is only necessary to drive a car a very few miles to discover whether or not the driver will always feel absolutely confident and be in the essential position of not thinking about his steering at all.

The second fault of importance for which to be on the lookout even to-day, is inefficient braking. Brakes are certainly vastly improved, but, save in very instances, their worth cannot be taken for granted.

Gear-Nose and Suspension. Noise on the intermediate gears, especially of course in the case of the smaller machines, can be a

THIS MUSICAL AGE.



"NO, I DON'T
BELIEVE I'M
INTERESTED IN
THIS MODEL--
THE HORN HAS
SUCH AN
UNPLEASANT
TONE!"

BROOKLANDS THROUGH AMERICAN EYES.



Action on a trick curve on Brooklands race track is shown in the upper picture. With the barrier in the track, drivers must make difficult S-curve. In some races, however, they take the simple curve on the steep upper bank. Below Judges are "measuring up" an entry before a race.

(By Milton Bronner.)

London, Sept. 28.

Out at the motor racing track in Indianapolis the boys think they are doing a lot when they pull a 500-mile race. But here at Brooklands, 25 miles from London, the British have, for the past three years, had races that sometimes go to 2000 miles.

And they have now called them off because "they bore the crowds."

The races in which these high mileages are made constitute a severe test, not only of the cars but of the drivers. They occupy all the daylight hours of two days. The race is run in two periods of 12 hours each, starting at 8 in the morning and ending at 8 in the evening.

On the evening of the first day, when time is called, each driver runs his car into the enclosure assigned to him, gets out and locks his car.

The next morning at 8 cars and drivers line up once more at the starting point. Once time is called, they can start off on the race, or make any repairs they want.

As the engines have cooled off during the long night period, the drivers start slowly to give their engines time to warm up.

Handicapped by Size.

In these 24-hours races the cars are handicapped according to the size of the engines. Each car is given a fixed mileage which it must accomplish within the 24-hour period. That car is acclaimed winner which exceeds this fixed mileage by the highest figure.

Last May the winner was an M. G. Midget driven alternately by the Earl of March and C. S. Staniland. It did 1381 miles at an average speed of 65.02 miles an hour.

Brooklands authorities have decided to call off these 24-hour races because crowds do not find them attractive. Although the cars start at the same time, nobody knows who has won until long after the race, as the mileage has to be carefully computed.

It is planned to continue the 500-mile races which have been a feature every year and add to this a 1000-mile race.

In the 500-mile races cars get a time handicap. That is, cars with the smallest engines start first followed by those with bigger engines. The bigger cars then have the task

of overcoming the mileage the smaller cars have already achieved.

The crowd gets a real kick out of these races because it can see who is winning without having to wait for any lengthy computation.

Brooklands is owned and operated by the Brooklands Automobile Racing Club of which the official patron is the Prince of Wales and the famous sporting Earl of Lonsdale is president. Since its opening in 1907 races have been held nine months in the years except during the war.

This track is unusual especially in method of operation. It is much like a horse race track. There is a paddock where visitors can see the cars and drivers.

Before a race, the cars are paraded in the paddock just as are race horses. And on the hillside there are always present a considerable number of bookmakers prepared to take bets.

The track is pear-shaped, the complete circuit being two miles, 1350 yards on the centre line. It is 100 feet wide and is built on a solid earth foundation with a surface of reinforced concrete.

High-Speed Curves.

All curves are banked for high speed. So accurately has the degree of banking been calculated that it is possible to travel at more than 120 miles an hour on these curves. Provided the car is at its correct height on the banking, all four wheels are pressing down equally on the track and there is no tendency to skid. The curves are really the safest places on the track and accidents are comparatively rare.

Some of the famous drivers who have taken part in races at Brooklands are Sir Malcolm Campbell, Kaye Don, Captain Woolf Barnato, Lord Howe, Sir Henry Birkin, the Hon. Mrs. Victor Bruce, Chasagne the Frenchman, and Count Lurani and Ivanovsky from Italy.

Up to January, 1931, 242 world records have been made, of which 75 were taken at Brooklands.

Kaye Don holds the lap record for the track, having gone 137.58 miles an hour. The highest speed record ever attained on the track was also won by Don. That's 140.95 miles an hour.

Don also holds the fastest speed for a race at this track, having averaged 128.86 miles an hour.

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Built to carry electric transformers weighing 110 tons each, the trailer itself, weighs 32 tons. It has eight axles, each having four wheels, 20" in diameter, shod with solid rubber. In each of the 32 wheels there are, of course, S.K.F. ball bearings—two of them—and a seven-horse car tow it.

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SKF

A.P.B. 3

FEWER FATALITIES.

Massachusetts and New Jersey report fewer fatal automobile accidents for the first six months of 1931 than for last year. California's first appropriation for road building came in 1909, when it voted \$18,000,000. for the state highway system.

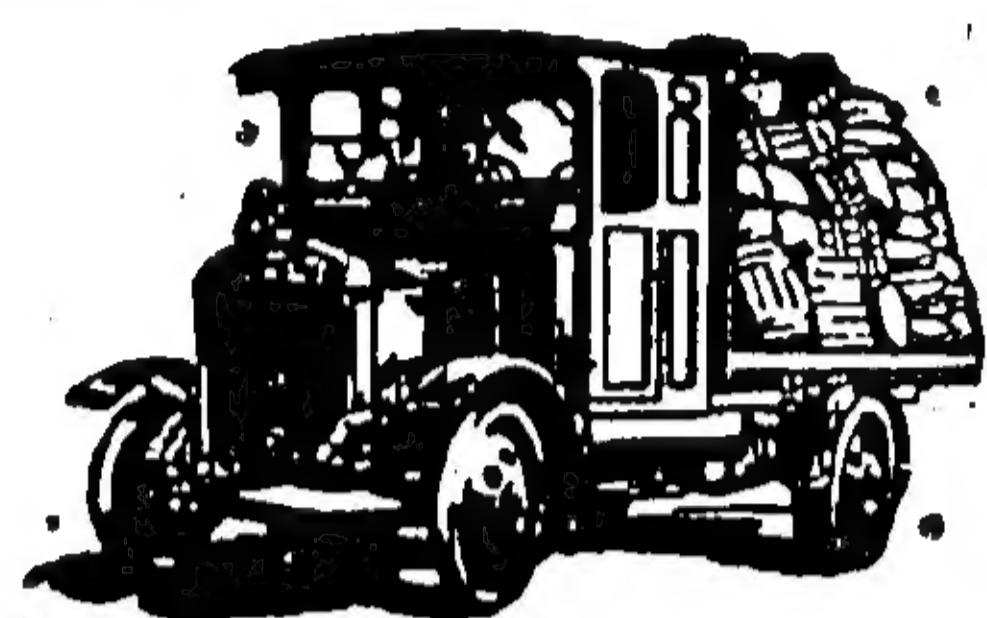
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THE MACHINE AGE?

Skilled Workmanship of
Vital Importance.

ENGINEER'S VIEW.

This period of history has been called the Machine Age so often, and the name has been so universally accepted, that it comes as something of a surprise to have a question raised as to whether that appellation is right or not. Hence, when no less an authority than H. L. Weckler, works manager of the Buick Motor Company, asserts that really the man is more important than the machine, it is interesting to find out why he thinks so.

It is the skill of the individual workman, and not the mere machine or tool that he uses, that determines just how fine any piece of handwork will be, Mr. Weckler believes. He "cites the guild spirit, that made the workshops of old London famous for honest craftsmanship and sturdy quality, as a time-honoured instance. That same spirit is alive to-day in many industries, for men have not changed and pride in the work of the hands is still to be found among them.

The finest machinery and tools will not produce fine automobiles, unless expertly handled. To scientifically developed steel and other metals, to expert engineering, the best types of equipment and infinitely accurate tools and measuring instruments, there must be added the touch of the thorough mechanic to complete the cycle. When a group of experts has been gathered together in any community, that community becomes a centre that could scarcely be moved to a new setting.

"Here in Flint there has been built up an immense force of expert Buick craftsmen," Mr. Weckler says, "constituting a community in which the guild spirit is very highly developed. In fact, it would be impossible to build Buicks anywhere else. We could set up our machinery in any community, but without the force of trained men we have here, with its backbone of old-time Buick workers, we could not build Buicks as some 2,000,000 owners know them."

"The Buick community has grown up like a city in itself, with technical training courses, recreations and opportunities for self-improvement that makes building our automobiles an industrial career."

Flight Lieutenant G. H. Stainforth's three kilometre world's speed record of 408.8 m.p.h. is a fitting companion to Flight Lieutenant J. N. Boothman's previous success in the Schneider Trophy contest at 340 m.p.h. Both these triumphs were secured with a certainty that has excited universal admiration, and in both the power unit was a Rolls-Royce twelve-cylinder aero engine.

It would take a volume to tell the entire story of how the Vickers Supermarine Rolls-Royce S6B seaplane was developed to that stage when it proved itself to be unbeatable. The work that has been done would have to be traced back for many years, and its ramifications are countless. Some brief account may here be given of the problem which the designers and constructors faced, and of the means they used to solve it.

Previous experience in the design of high-speed seaplanes had shown that, in order to increase speed, there were three chief requirements to be fulfilled by the engine. It must give more power; it must be lighter and its frontal area must be less for a given horse-power than previous engines.

Seeming Limit.

For the 1929 Schneider Trophy race the Rolls-Royce Company had developed their "R" engine until it seemed to have attained the limits in these three things. It gave more than 1,900 horse-power, at 2,200 r.p.m. and weighs 1,630 lb. Thus nearly 1½ h.p. are developed for every lb. weight. The increase in power on the 1929 engine is 21 per cent., while the increase in weight is only 6½ per cent. The volume of the engine remained the same, so that the output whether regarded on a weight basis or on a volume basis is truly phenomenal.

The Super-Charger.

Much was due to the special supercharger. This draws in air on both sides of the rotor, while the air intake channel is shaped so that the air is compressed and then its flow retarded by the divergence of the channel before it reaches the carburetor. The reduction in kinetic energy produces a gain in pressure energy. This type of air intake is a Rolls-Royce patent and is now in use on many Service aircraft.

During development of the engine the aim was to run one hour at full power. The attainment of this objective was fraught with many difficulties. By the end of April the experimental engines would usually last about 20 minutes before there was some kind of failure. By the middle of July they would still do only about half an hour non-stop. But on the 3rd August a run of 58 minutes was done at 2,300 b.h.p. and the hour non-stop was finally accomplished on the 12th at 2,350 b.h.p.

One of the new features in the engine was the connecting rod and crankshaft and crankcase were considerably modified. Some idea of the magnitude of the crank-chamber stresses may be gained from the fact that the load on the centre main bearing due to centrifugal and inertia forces was nine tons.

The test apparatus for this development was in itself something of an achievement. Several high-powered aero engines were used to maintain an air blast to simulate conditions of flight and nothing was left undone to ensure that the ground tests were as complete as they could be.

Nothing was left to chance and a "Life of Parts" list was drawn up and parts were discarded after they had completed their allotted span whether they had failed or shown signs of wear or not. There is hardly a part of the engine that has not received special design attention, and almost every component has been improved in some way or other.

And the proof of the engines was in the flying. No more complete proof could be imagined. For when Flight Lieutenant Boothman's engine was dismantled and examined it was found to be in absolutely perfect condition. There were no broken parts and from the condition of the bearings it is clear that the engine might have been straightaway assembled again and set to perform the same task all over again.

The culmination of the British effort is still fresh in mind. The machines were ready, and they proved faster than the machines of 1929. In the race itself, in the 100 kilometres world's record, and in the 3 kilometres world's record the British machines, in the words of Flight Lieutenant Boothman himself, "behaved perfectly."

Flight Lieutenant Stainforth's record was made with an engine still further developed and giving some hundreds of horse-power more than the racing engine.

The effect of that power increase is apparent in the figures. The fastest run was 415.2 m.p.h., a truly astonishing figure, and the average of 408.8 is such that the mere statement of the figure is perhaps the most eloquent testimony to the power and trustworthiness of the engine that is possible.

There is nothing to compare with this double speed triumph which has been accomplished for Great Britain by these wonderful Rolls-Royce-engined seaplanes. Every component, and amongst them must be included the Pratt special Ethyl, which was the fuel used for both victories, performed its duty and aided in what must

be regarded as one of the most brilliant feats of internal combustion engineering the world has seen.

The Vickers Supermarine S6B.

The problem of squeezing still more speed out of the beautiful 1929 racing seaplanes was one of the most difficult that Mr. R. J. Mitchell has tackled. The measure of his success is written in the feats of Flight Lieutenant Boothman when he won the Schneider Trophy and of Flight Lieutenant Stainforth when he set up that astounding world's three-kilometre speed record of 408.8 m.p.h.

Mr. Mitchell, the chief designer of Vickers Supermarine, Ltd., contrived in the seven short months at his disposal, machine which is faster and easier to handle on the water than his previous model. And as the 1929 machine was unbeaten by the aircraft designers and constructors of the entire world, so the 1931 machine has proved unbeaten. Before its speed, its reliability and its speed, the foreign challenge for the Schneider race collapsed.

In essentials the Vickers Supermarine S6B remains the same as the S6 of 1929. It is a low-wing, twin-float monoplane built of steel and duralumin. It carries its petrol in the floats and its oil in the tall fin, while almost the entire surface of wings and floats is occupied by surface radiators for cooling the engine water. But although externally the machine appears much the same, it actually embodies many vitally important modifications.

The experience of 1929 prompted some interesting changes and the introduction of new features. The efficiency of the oil system, for example, was increased by 40 per cent., and hot oil from the engine entering the oil radiators was actually cooled 60 degrees centigrade before it reached the outlet on the way back to the power plant. The coolers are located along the sides of the fuselage as far aft as the tail unit, and the pilot therefore sits in a cockpit with oil much hotter than boiling water flowing through pipes on either side.

The Greatest Difficulty.

Dissipation of unwanted heat is perhaps the greatest difficulty confronting the designer of a racing aeroplane. The new engine used this year necessitated the planning of radiator surfaces able to dissipate 40,000 B.T.U.s every minute. The S6B monoplanes are, in fact, flying radiators. Not only is almost every inch of the wing surfaces, above and below, given over to water cooling; the upper sides of the big seaplane floats are covered entirely with a double radiator skin instead of the usual shell plating. A further improvement, though strictly speaking it was an engine and not an airframe improvement, was the use of steam separator tank designed to prevent loss of water from the radiator system, only steam being permitted to escape into the atmosphere.

The half-ton load of fuel is carried in tanks located in the floats, from which the fuel is pumped to small pressure tank in the fuselage. On steeply banked turns, when the increased centrifugal loading may amount to five or six times gravity, the fuel pumps, which are engine driven, cease to operate, and the engine runs during the turn on the fuel stored in the pressure tank.

The enormous engine "torque" is sufficient at full throttle to transfer a weight of 600lb. from the starboard to the port float. This is balanced by uneven distribution of the fuel between the two floats, much more being carried in the starboard than in the port float.

The floats themselves, as a result of the extensive research and development work undertaken by Vickers Supermarine, are markedly more efficient in the water and in the air than earlier types. Each float is about the same length as the fuselage, or longer than in the 1929 machines, and they show improved stability on the water, combined with a reduction of air resistance in flight. Their design is mainly responsible for the better take-off qualities of the 1931 racers.

One of the most interesting features in the new machines is the static balances on the control surfaces. These are to eliminate all risk of "flutter," one of the most serious of the troubles to which highspeed aircraft may be subject. Control was also improved by the fitting of "trimmers" to the elevators and rudder. These consisted of small metal strips fitted to the trailing edges, and they allowed the trim of the aircraft to be accurately adjusted, so that no strain falls upon the pilot during flight.

Comparisons.

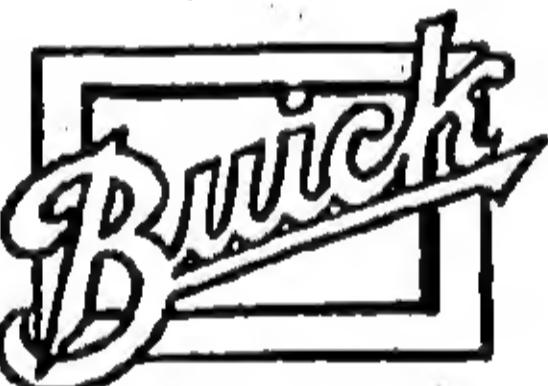
Comparative figures for the new seaplanes and those built for 1929 reveal a number of interesting points.

1931. 1929.

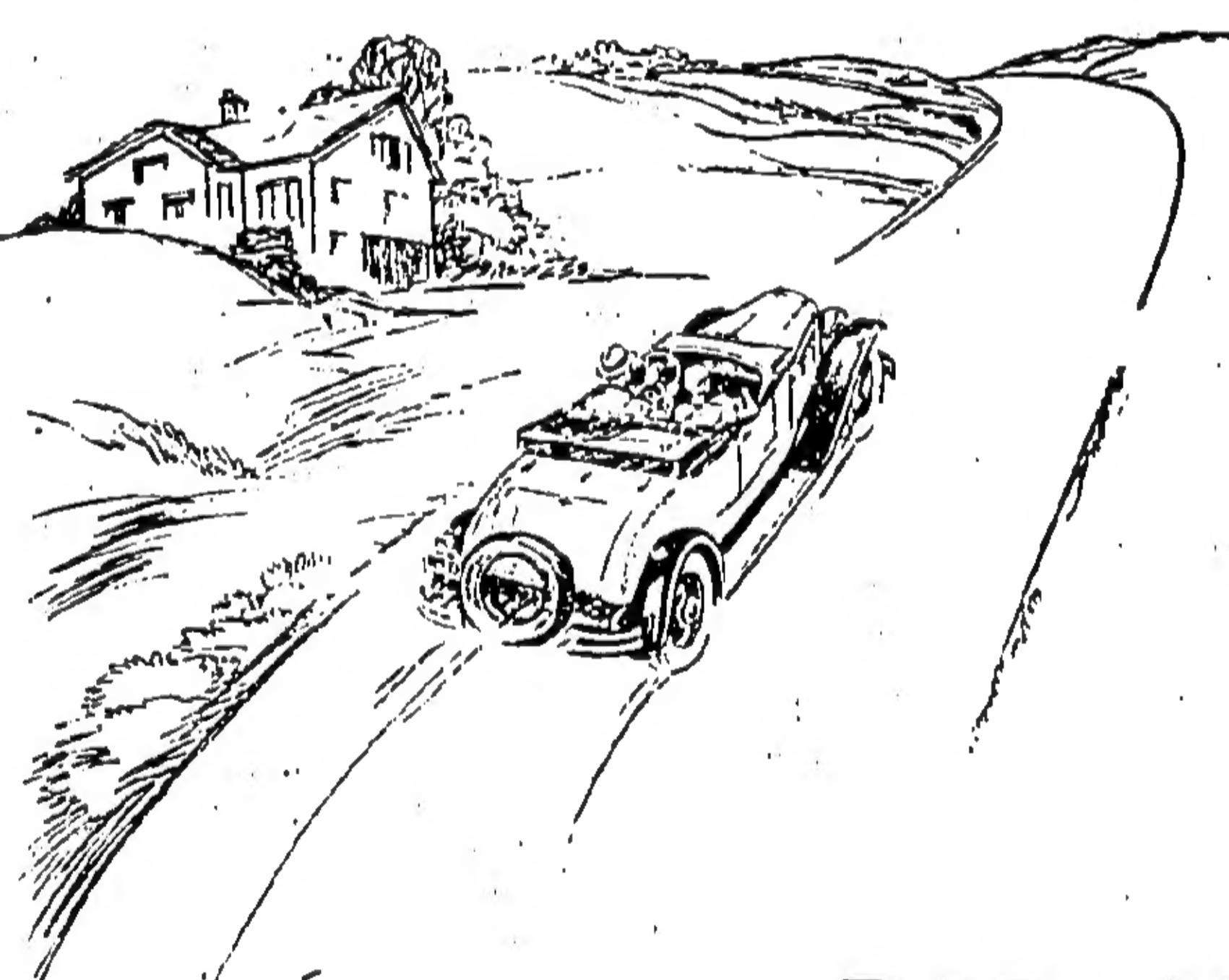
	lb.	lb.
Weight (empty)....	4,500	4,030
Pilot.....	160	160
Fuel.....	1,125	960
Oil.....	150	100
Weight (fully loaded).....	5,995	5,250

(Continued on Page 3.)

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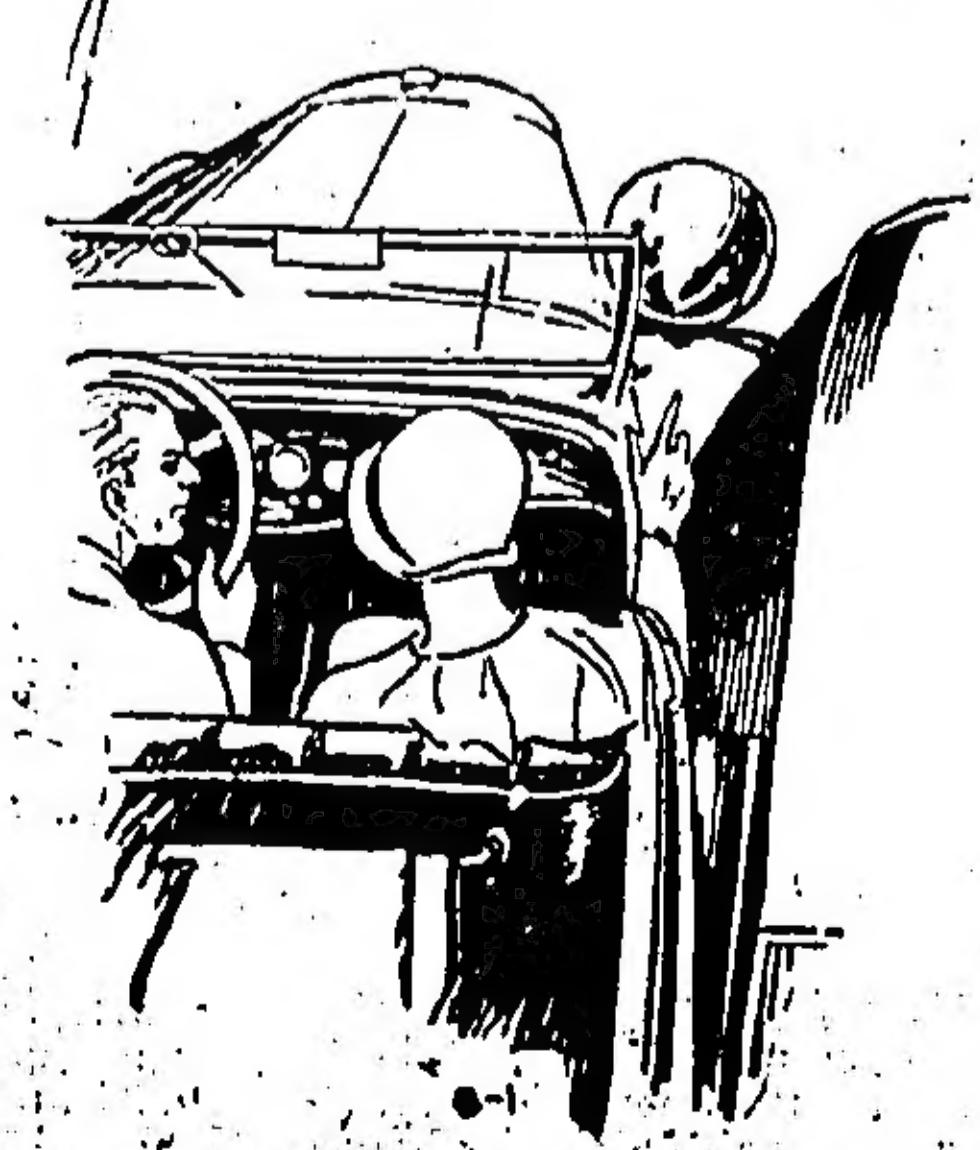
But here's an important thing to think about . . . More than 50 out of every 100 men and women who purchase cars of this price, choose Buick.

There's a reason for this worldwide preference for Buick cars.

Owners everywhere, appreciate the prestige that Buick ownership gives them. They know that they

can depend on Buick for leadership in performance, style, and complete motoring satisfaction.

In short, they know that "When better automobiles are built, Buick will build them."



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PRODUCT OF GENERAL MOTORS.

BRITAIN'S DOUBLE SPEED TRIUMPH.

(Continued from Page 2.)

The wing loading works out at 41.3lb. per square foot, an extraordinarily high figure. The fact that, despite this high wing loading, the machines behaved so well when landing and taking off is a remarkable tribute to the success of the design. The wing loading of the 1929 machines was only 36.2lb. per square foot.

The wing-span of the 1931 Vickers Supermarine machine is 50ft. and the total wing area is only 15.5sq. ft. This wing area has not been increased, the extra lift being entirely due to refinements in design. The aileron area has been slightly increased.

The behaviour of the 1931 Vickers Supermarine aeroplanes has shown that they are highly controllable and that, so far as safety is possible with aircraft design for attaining speeds never previously attempted, these machines are safe. The pilots are unanimous in praising their handling qualities in all circumstances.

These, then, are the aircraft which have brought Great Britain the two greatest speed triumphs possible. They have shown themselves superior to all others in the particular branch of work for which they were designed and they represent a supremely great aerodynamic achievement.

The B.T.H. Magneto.

When aircraft achieved great results such as winning the Schneider Trophy, which has recently been accomplished by the Vickers Supermarine Rolls-Royce S.6, the lay mind is apt to think only in terms of the engine and seaplane, and forget the accessories, which have had to be developed and supplied to make this achievement possible.

The magneto used for this great achievement were designed and supplied by The British Thomson-Houston Co., Ltd., Coventry, who are already renowned for their participation in similar records of the past.

The magneto must be considered as the heart of the engine and, like the human body, if the heart does not function properly the body cannot work with the maximum of efficiency. The functioning of the engine, its smooth running, its capabilities measured in horse-power, is dependent on the magneto and the spark it produces for igniting the gases in the cylinders.

It is a fact that the performance of the engine can be seriously affected by the magneto, as, for instance, when the throttle of the engine is opened rapidly, the speed of the engine must rise rapidly also, and if the magneto has not the capability, then the rise in speed may be very slow; also, the magneto must be capable of sustained running at very high speeds and produce the sparks regularly without a miss. Not only must the magneto deliver the sparks regularly, but always at the correct instant, and, unless the magneto does this, it would be impossible for the engine to maintain its power and speed under the very trying conditions met in these speed contests.

The magnetics used on the Rolls Royce engines were of the Polar Inductor type, and incorporated many features of proved reliability to withstand the severe conditions which would be imposed.

The Source.

The ultimate source of the spark is in the two small Cobalt Steel magnets fastened on the sides of the housing, and these, weighing only a few ounces, supply all the energy required. This magnetic flux is picked up by the rotor and passed through the iron circuit, around part of which is wound the coil, first in one direction and then in the other, to obtain the necessary reversal of flux for spark production. This flux induces a current in the primary winding of the coil and when it reaches a maximum the circuit is broken by means of the contact breaker mechanism and a high voltage current is produced in the secondary winding. The high voltage current is passed through a special distributing mechanism to the plugs fitted to each cylinder.

The position of the contact breaker mechanism, in relation to the rotor position, when the primary current is at a maximum, must be correct, and the magnets is timed to the engine in such a manner that at the correct moment for each cylinder, the voltage at the plug points reaches a value at which the small gap of air breaks down and an electrical current, called the spark, passes across and ignites the gases and so adds another impulse to the cycle of operations, which go to produce the enormous power of the engine.

When the Supermarine Rolls-Royce Seaplane is travelling at 400 miles per hour, the magneto rotor is revolving 4,730 times per minute, or 79 times each second, and the magnetic flux is being reversed 18,920 times and the same number of sparks are produced.

It is almost inconceivable that a complete cycle of magnetic and

electrical operations is performed perfectly every three-hundredth part of a second. But it is a fact, none the less. Thus, the frequency of the spark is six times greater than the frequency of ordinary electric light mains whilst the voltage required to produce the spark at the plug points is 8,000 volts, or forty times greater than that used by an ordinary electric light bulb. It is interesting to note that the magnetics supplied by the British Thomson-Houston Co., Ltd., used during the Schneider Trophy Flight, produced no fewer than 1,824,000 sparks.

The Vital Spark.

It needs little imagination to realize that the Rolls-Royce racing engine imposes an enormous strain on the sparking plugs—indeed a strain such as sparking plugs have never before been called upon to withstand. It is not therefore surprising to find the name "Lodge" on the plugs with which Messrs. Rolls-Royce again chose to equip their engines, reaffirming the confidence they showed in using this make of plug in the 1929 Schneider contest, and enabling the Lodge Company to claim with due pride that their plugs were used exclusively for equipping the complete British Schneider Trophy team, and for the world's record speed attempts.

The type of plug used was Lodge N170, specially designed for the Rolls-Royce racing engines, but based upon the normal Lodge aircraft plug, and made from exactly similar materials. Design, materials, and workmanship obviously left nothing to be desired—and Lodge plugs again faithfully fulfilled their part in winning the Schneider Trophy for England, and enabling man to travel at the highest speed he has ever attained.

The exclusive patents and processes which went to the making of the Lodge-Schneider plugs are incorporated in the standard patterns of Lodge plugs for aircraft, motor-car, and other uses, and those who have seen the Lodge Company's model factory at Rugby—incidentally the only factory in Europe devoted exclusively to the manufacture of sparking plugs—are well able to appreciate how it is that Lodge plugs do their work so well.

Important But Unseen.

It takes a trained engineer to estimate properly the load coming upon the various parts of an engine during such an event as the Schneider contest, but all who give the matter any thought can see that the stresses must be great, and that the ability to withstand them successfully is conclusive evidence of sterling quality.

That this quality extends to the various components utilised is the reason the Hoffmann Manufacturing Company, Limited, of Chelmsford, feel pride in the outstanding success of September 13th. Hoffmann Ball and Roller Bearings, which are standard fittings on Rolls-Royce aero and car engines, have been used in all the winning British machines during the whole post-War course of the contest. They have always acquitted themselves well, but it is safe to say that never have they been tested so stringently as on this last occasion.

Continuous Improvement.

This is, of course, as it should be; because for every engineering product conditions become more severe, and these conditions can be met only by incorporating the fruit of accumulated experience so that there is, year by year, continuous improvement. This improvement may be obvious, as in the case of the winning plane and engine, or it may be only discernible to the trained eye, as, one is constrained to believe, is the case with Hoffmann Ball and Roller Bearings.

These bearings in their present high state of perfection, are the outcome of over 30 years specialized experience, the experience of men whose whole energies have been concentrated on anti-friction bearings; it is therefore small wonder that they are held in high esteem. In addition, they are manufactured under most favourable conditions. The Hoffmann works have a floor area of 14 acres on the outskirts of Chelmsford, the shops being replete with the most modern machine tools.

Thoroughness.

A detailed description of them would not be of general interest, but since the accuracy of the bearings depends to a large extent on various grinding processes, it may be mentioned that the Hoffmann grinding department is believed to be the largest and best equipped in Great Britain, and it is visited by engineers from all parts of the country. But Hoffmann thoroughness in manufacture goes further back than, and persists beyond, the actual fabrication of the bearings. A fully equipped metallurgical laboratory is kept constantly employed in testing all material and supplies as they enter the works, and the recorded history of every bearing starts with the laboratory report.

Incessant Watchfulness.

During manufacture, gauging and viewing are incessant, and after completion tests are imposed

to ensure that the finished article is a worthy Hoffmann product. It should be mentioned that a Hoffmann Bearing is a British product in the fullest sense of the word. There are articles called British which are made of foreign material; others are made under foreign direction or by means of foreign capital, but Hoffmann Bearings are not in these categories—they are of British material, made by British workmen under British control, and financed by British capital—in short, they are British.

Indicators for aircraft engines was begun, and these are both extensively used for military and civil aviation.

The magneto used on the record-breaking engine are of the pure indicator type, in which the armature is stationary, and only a light rotor with a spindle of high tensile steel is rotated; their development is the result of many years of research and experiment. The most suitable materials for the various parts have been selected as the result of tests at speed appreciably higher than those which could ever be demanded, so that even at the speeds of this engine there is a large factor of safety.

Historic Flights.

Watford magnetics have been used on Rolls-Royce engines with which many historic flights have been accomplished; for example, an older type of Watford magneto was used on the engine with which Sir John Alcock and Sir Arthur Brown made the first flight across the Atlantic in 1919. They were used on the first flight to Australia, and during the present year have been used on the Rolls-Royce engines of Miss England II, which has established the world's speed record on water.

A special type of Watford magneto has been fitted as standard equipment on Rolls-Royce engines since 1918.

FINE TESTING.

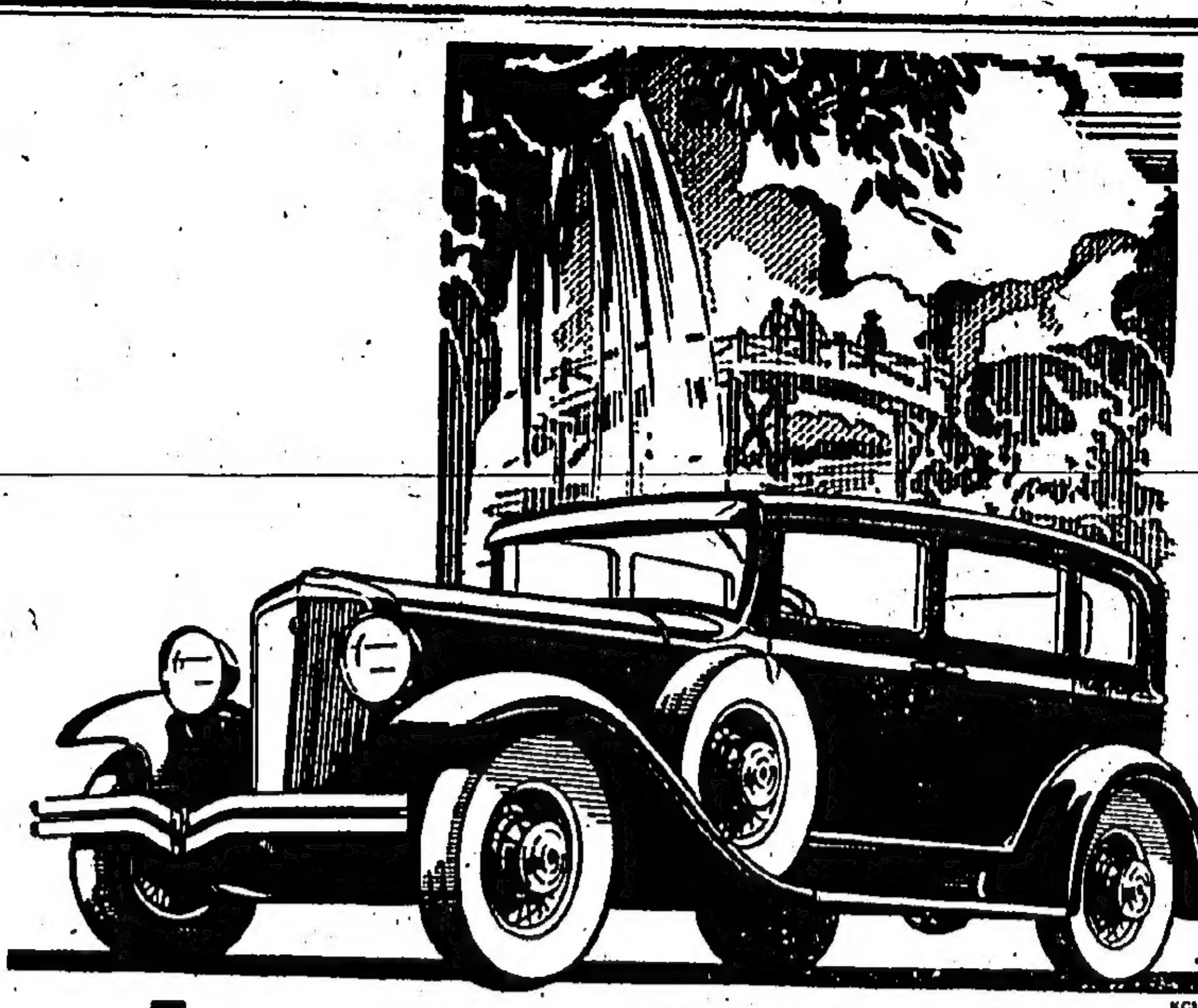
Acrobatic Motor Oil.

The man who trains lions for the circus has a simple task when compared to the automotive worker who makes invisible particles in a drop of motor oil turn somersault.

Of course, the particles become visible when the oil is placed under a chemical microscope, such as is used in the metallurgical department of the Cadillac Motor Car Company. But making them do their acrobatics is another matter. In fact, it calls for an expert whose touch is unbelievably delicate. It also calls for a device known as a micromanipulator.

The micromanipulator is a series of levers which may be attached to the chemical microscope. If operated with sufficient delicacy, it will activate the particles of oil into the desired motion. To acquire the proper touch, an operator frequently practices for years.

(Continued on Page 4.)



Economize with free wheeling.

THE greatest automotive economy news in the history of the motor car was Studebaker's announcement of this powerful new Six plus Free Wheeling. Free Wheeling adds 15% to 20% savings in petrol and oil to the economy of this economy champion. Free Wheeling, too, brings new motoring luxury—quiet, smoothness, ease, and comfort. Now you glide two miles in ten on momentum's wingpower. This Studebaker Six gives you Free Wheeling in its finest form—yet you may own this powerful new Studebaker for very little money. Come, as our guest, for a Free Wheeling ride—today.

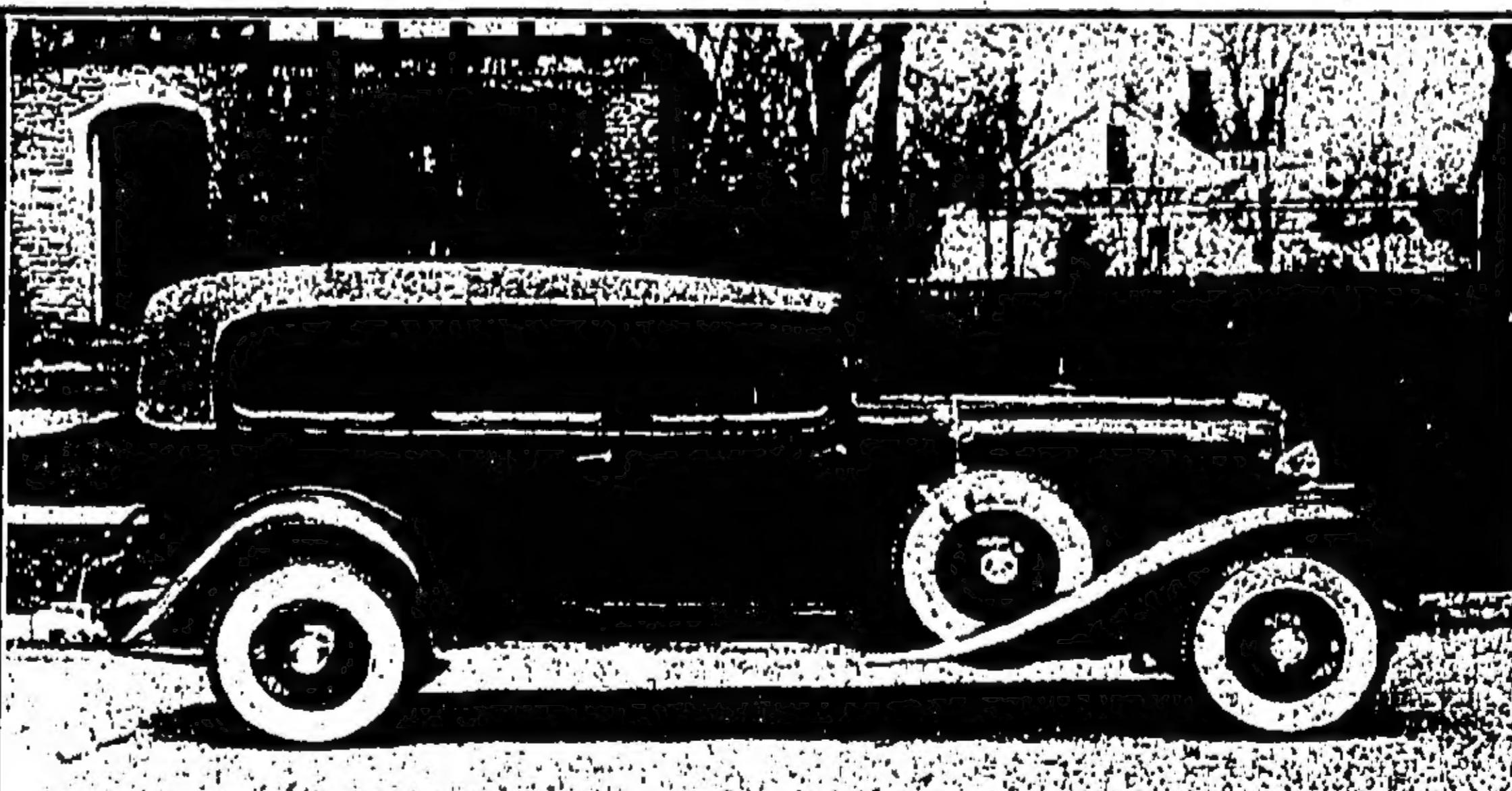
All new series Studebakers have Free Wheeling with one gear change lever—engineered as an integral part of the chassis.

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MOTOR TRADE RECOVERY.

Reassuring Facts and Figures.

[By H. Thornton Rutter.]
The publication by the Ministry of Transport of ten months' registration figures of new motor vehicles in the United Kingdom is very opportune on the eve of the annual Motor Exhibition at Olympia; the document makes pleasant reading in these days of wailing in business circles.

Notwithstanding all the disadvantages of inclement weather during many months, 129,544 new cars were registered during the ten months of the motor year, ending July. This is only 4.4 per cent. down on the 1930 registrations for the same period. Further, the registration of goods carrying new motor vehicles for the same period was 44,596, as compared with 46,366 in 1930, a fall of only 1.6 per cent. on the total for the same ten months of last year.

New hackney motor carriages registered for the ten months were 7,745, compared with 8,663 in 1930, a reduction of 9.6 per cent. This loss in sales can be attributed to the bad summer, yet it is partly counter-balanced by the actual increase in vehicles sold exempt from the Road Tax, such as fire engines, &c. These increased from 2,424 new vehicles registered in the ten months of 1930 to 2,574 new motors of this class registered in this period of this year.

Northern Ireland also helped to lessen the loss of sales in the United Kingdom, as 2,605 new cars, 902 goods vehicles, and 101 hackney motors were registered for the first time during these ten months, as compared with 2,499 cars, 833 goods motors, and 121 hackney carriages in 1930, an increase in the total number of vehicles actually sold of 155.

Home Industry's Feat.

The British motor industry, therefore, sold for ten months ending July 188,081 vehicles of all types in the British Isles, excluding the Irish Free State.

The net imports of motors into the United Kingdom during that ten months were only 1,790 cars and chassis, and 1,148 commercial motors.

Presuming that all these were sold, and that they are included in the total sales of new vehicles registered and running on the road, this leaves the British makers with a sale of 185,143 motors in England, Scotland, Wales, and Northern Ireland, a remarkable recovery in business, experienced by few other trades in

LOCATING FAULTS.

Many Troubles Detected by Odour.

USEFUL HINTS.

Many a difficulty in the operation of an automobile can be detected by its odour. Outside of the familiar burning rubber or fabric odour, however, few drivers can locate the cause.

Burning rubber or fabric usually indicates too heavy use of the brakes on the car ahead rather than your own car. For a speeding automobile, even when braked down, leaves its own burning brakes odour behind.

However, the first stop will reveal this fault on your own car, and as soon as it is detected it should be corrected. It usually results from too frequent use of the brakes going down hill, or forgetfulness in releasing the hand brake at the start.

The remedy, of course, is simple. Instead of applying the brakes to keep the car from speeding headlong down a steep or long hill, rely on the braking power of the engine by shifting into second or first gear.

If the damage has been done, the car should not be moved until the brakes have cooled down and the burning odor is gone. Also, if the brake bands have burned to any extent they should be taken to a brake station at the first opportunity, for testing and relining if necessary.

The next most common odour is that of gasoline. This may come from a leak in the fuel system or continued overflowing of the vacuum tank. If there still is one in your car. The overflow in the

vacuum tank may be caused by a clogged air vent in the rear tank.

Burned gasoline odors may be traced to the exhaust side of the engine—in the connexion between cylinder block and exhaust manifold or in the car heater. Raw gasoline odors may be discovered coming from a leaky carburetor.

Teak odours may be detected by their escape into the body of the car. However, if a strong wind is blowing across the car or from behind, they may not be noticed.

At the same time, however, the odour of burned gasoline may be noticed from the exhaust in back. A natural escape for any gasoline that hasn't completely done its work in the engine.

Another odour is that of burning oil. This might signify loose-pistons, which permit gasoline to be "blown down" into the crankcase and dilute the lubricating oil.

An overfilled crankcase might declare itself in this way. Oil escaping to the brake drums or brake linings develops this odor, revealing that the axles need repacking or tightening.

Somewhat similar is the odour of flying grease which betrays a leaking universal joint housing, the grease being spattered on the hot muffler or exhaust pipe.

Oil permitted to accumulate on the engine will also fry and send its nauseating odour into the body of the car. This can easily be prevented by keeping the engine clean. A cloth dipped in kerosene will do this effectively.

An overheated engine can be detected by the smell of steam or scorched metal, as well as hot lubricating oil, which has lodged on the outside of the engine.

Whatever the odour, however, it should be a danger signal to the driver, and the car should not be driven much further before the cause is found and corrected.

FINE TESTING.

(Continued from Page 3.)

Indication of the technique required is revealed in the fact that the touch of an average man on the micromanipulator would be comparable to the bite of a steam shovel into the earth versus a garden trowel. The comparison may be further developed by saying that, just as a fly bends the gun barrel on which it lights (as scientists know), so does the slightest touch affect the micromanipulator.

HARD ON TYRES.

A rise of 10 degrees in temperature will often increase the tread wear of automobile tyres from 25 to 50 per cent.

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LONG ECONOMICAL LIFE

TRADER HORN'S DOUBLE.

ONCE A HIGHER MATHEMATICIAN.

DRAMA OF HIS LIFE.

Trader Horn is not dead. He lives again in the person of "Paper Jack," an astonishing philosopher whose strange figure has aroused the interest of people for miles around Waddon and West Croydon, Surrey.

I found him writes a *Daily Mail*, correspondent, an almost exact counterpart of the Trader, with flowing beard and hair to his shoulders, dozing peacefully on a strip of frosty waste land beside the railway lines at Waddon.

His only clothing was a suit of brown paper tied to his massive frame with bits of string. His arms were herculean in development and bronzed with health, and his eyes had the merry twinkle of youth.

"Sit down, my friend," he said, motioning me to a seat on the grass beside him, and his voice had the culture of an academician.

The Mad World.

Then he saw that, even in a thick overcoat, I was shivering, and he smiled tolerantly. "My poor fellow," he said, "I had almost forgotten that you had from the dear mad world which believes that warmth comes from clothes and fires and that food comes from shops."

He laughed. "I'm 58," he went on, "or so I think, for I've rather lost track of time. I haven't slept in a bed or had a suit of clothes or an illness for ten years. I haven't been to a cinema for 25; I've never been in an aeroplane—and I don't envy anyone in the world."

"I'm warm because my heart and lungs work as nature meant them to. I'm happy because I believe in God and not in gold, never get any letters or bills, never look at a clock, and sleep—when I feel like it—under the stars or in a little wooden hut."

"Paper Jack" does not smoke or drink, and he exists on about £20 worth of brown bread a day. He told me his story as we sat there on the grass.

Back to Nature.

The son of a once-prosperous London business man who shared in erecting a famous building of 700 offices, he studied in higher mathematics, took his degree as a surveyor, and helped to map out a section of the Brighton railway. "But I was crippled in my youth by rheumatic fever," he told me, and would still be the same way if I had not got away from the doctor. One side of my body was almost helpless.

"Suddenly I decided to get back to nature. For nearly three years I almost starved, wandering around the country and sleeping in the wet. But gradually my body, softened by coddling in youth, became strong to fight.

"I went about barefoot and once I got a terribly poisoned leg through treading on a rusty nail. They wanted me to go to hospital, to have the leg off—but I refused. I just left it alone and it got better. "Nature will put anything right if you let it; I've found that out in ten years of homelessness."

"Paper Jack" gripped my hand and I left him—dozing again, his brown arms crossed on his chest.

GEN. HONJO REQUESTS A FREE HAND.

(Continued from Page 1.)

follow on Sunday.

In a reply to Wednesday's telegram from M. Briand, the President of the Council, urging upon the Chinese and Japanese Governments the importance of restraint, the Chinese Government have asked for a Neutral Commission to examine the Nonni Bridge affair.

The Japanese Foreign Minister, Baron Shidehara, in a telegram to M. Briand, states that the Japanese troops near Nonni Bridge have been instructed to avoid hostilities so long as the Chinese forces abstain from attack, the note emphasizes the willingness of Japanese to give the widest possible facilities to observers appointed by numbers of the League to investigate the Manchurian situation.—*British Wireless*.

Tientsin Chaos.

Tientsin, Nov. 13. Intermittent firing of rifles were heard this morning and afternoon. It is believed that some skirmishes between the Chinese Government troops and the rioters occurred on the southern side of the Chinese city. Chinese sources state that the rioters made desperate assaults but were repulsed.

Over 3,000 wealthy residents have left for Peking in view of the disturbances. Peking messages state that the hotels are crowded with these refugees.

In an official communiqué to Nanking the Military Governor of Chihli Province, General Wang Shu-chang, states that 400 rioters have been killed or executed while 800 are being detained pending trial.—*Renmin*.

HOME SECRETARY GOES CANVASSING.



Sir Herbert Samuel, Home Secretary in the New National Government, is here shown canvassing at a cottage in the Darwen Division, where he is opposed by a Unionist and Labour candidate. (Times copyright).

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

"Any part in a picture with Norma Shearer is a good part to play!"

Robert Montgomery squinted into the electric-lamped mirror as he daubed the dark make-up on his youthful countenance in his dressing room at the Metro-Goldwyn-Mayer studio.

"As soon as I played with Miss Shearer in 'Their Own Desire,' good critical notices and fan mail began pouring in from everywhere, he continued. Her pictures are constantly good and naturally draw more attention and comment than many others."

"Had I been a star myself I could not have attracted as much notice as I did in the supporting role I played with her. Of course, it was in the beginning of my screen career, and it was the 'Juilette' role I had played.

With Miss Shearer you always have perfect self-confidence. She never leaves you standing in the middle of a scene wondering what to do next.

"The next time I played with her I was not leading man but instead played a sort of polite heavy, if there is such a thing. It was in 'The Divorcee' and that part brought me outstanding recognition. With another feminine star the part perhaps would not have panned so well as though other roles were subordinate to the starring part, naturally."

"Miss Shearer, however, wants to have it so in her pictures. She wants the roles surrounding her to have the character described in the story, believing they aid her characterization by way of convincing contrasts.

"There is an utter unselfishness to Miss Shearer in her work that stands out above all else. She is a sincere performer and gives all the energy she has to her characterizations. It is this earnestness that makes playing her so much pleasure."

"In this picture, 'Strangers May Kiss,' I play a part similar to that I did in 'The Divorcee.' The stories are by the same author, Ursula Parrott.

Heads Up!

Margaret Breen, Charles Rogers' leading woman in "Heads Up," which is now showing at the King's Theatre, never knew what stage-fright felt like, although she had played in a number of Broadway shows, until she took the first screen test preliminary to her assignment to "Heads Up."

"Born and raised, you might say, on the stage, Miss Breen declared, "I never knew what stage-fright was until I came in front of the camera. Realizing that every mismove I made would mock me when I looked at the developed film, and that every sour or uncertain note I sang would lessen my chances of entering the talking pictures, I tried hard to be perfect.

"But my fears died the minute I began to sing. One of the first lessons I had to perfect when I studied music, was to control the muscles of my body. This exercise strengthens the voice and at the same time gives one physical and mental poise."

Miss Breen has had important roles in "The Duchess of Chicago," "Peggy Ann" and last season, while under contract to Schwab and Mandel, the titan-haired mezzo-soprano scored in the ingenue in "Good News."

In addition to Rogers and Miss Breen the cast of "Heads Up" includes Victor Moore, best seen as one of the comedians in "Dangerous Nan McGrew," and Helen Kane, the buxom beeper of boop-boop-a-doops in the same picture.

"Heads Up" is a story about a young hero of the U. S. Coast Guard.

Rogers as the hero is assigned to duty shortly after graduation from the Coast Guard academy, on the private yacht of Miss Breen's mother.

The captain of the yacht was suspected of dealing with rum-runners but is so crafty that officials of the government have been unable to get the good on him. Swift action, glamorous romance and tales of comedy follow in the wake of Rogers' impetuous course toward youthful success.

"Girls Demand Excitement."

The long arm of coincidence reached down and enveloped three youthful players in prominent roles in the Fox Movietone production, "Girls Demand Excitement," directed by Seymour Felix and featuring John Wayne, Vir-

FANLING STEEPELCHASES.

SOME PONIES WORTH REMEMBERING.

(By "Ringtail.")

With every likelihood of the fields averaging much larger than at previous meetings, the racing at Kwanti racecourse to-morrow should be attractive and interesting, particularly as the new turfing is in a wonderful condition.

Mike, a recent winner on the flat at Happy Valley, will be saddled for the Shunghui Handicap, a hurdle race for China ponies, over a mile and a quarter distance, and from what I have heard, he will be a hard one to beat.

Among the runners for the Tai Po Stakes, Marquis Hall and San Francisco should be prominent. Rosanna will not be saddled for this event and perhaps Tom and White Heather will also be absent.

Pegasus or Fritz should both be burden in the Sun Kum Shan Plate.

Selections:

1st Race.

Mike.

Royal Flush.

Piccalilli.

2nd Race.

Mascot.

Nonkhai.

Glorious Star.

3rd Race.

San Francisco.

Marquis Hall.

The Partridge.

4th Race.

Nidd.

Red Leaves.

Peter Gurney.

5th Race.

Brunswick Hill.

Mongolian Star.

Blue Boy.

6th Race.

Fritz.

Pegasus.

The Bustard.

7th Race.

Moanacher.

Choctow II.

Celerity.

ginia Cherrill and Marguerite Churchill which comes to the King's Theatre next Sunday.

The three players were John Wayne,

Eddie Nugent and Carter Gibson.

Wayne is the former University of Southern California football player

who is working as a boy on the Fox lot when Raoul Walsh selected him to play the important lead in "The Big Trail."

Nugent was a former property boy

at the Metro-Goldwyn-Mayer studios

when discovered as a potential actor

by a director and given a role which eventually led to a long term contract with that organization.

Gibson is a youth who has worked

at the Fox studios in various positions

including script boy and later prop

erty boy.

In between pictures Gibson filled in

by doing extra work and played as an

extra in the early scenes of "Girls

Demand Excitement."

Director Felix sensed possibilities

in the youth and gave him an opportunity to play the role of a bashful

freshman of the yokel roder. Gibson

more than made good and his future

is now assured.

Prominent in the supporting cast

are George Irving, Helen Jerome

Eddy, William Jannay, Eddie Nugent,

Terence Bay, Marion Byron and

Addie McPhail.

RADIO BROADCAST

PROGRAMMES FOR TO-DAY AND TO-MORROW.

The radio programme to be broadcast by Z. B. W. on a wavelength of 365 metres to-day is:

10.25-10.45 a.m. A Running Commentary on the opening stages of the Hongkong Cricket Match from the Hongkong Cricket Club Ground. By kind permission of the Hongkong Cricket Club.

10.45 a.m. (approx.). Close down.

11.00 a.m. Stock quotations.

11.30 a.m. Chinese recorded pro-

gramme.

12.30 p.m. European programme

of Victor and H. M. V. Records.

1.00 p.m. Local time and weather report.

1.30 p.m. Rugby press news, mail

notice, etc.

2.00 p.m. Close down.

4.00-7.00 p.m. Chinese programme.

7.00-11.30 p.m. European pro-

gramme.

7.00 p.m. Mail notice, etc.

7.00-7.30 p.m. Programme of Vic-

tor and H. M. V. Records.

7.30-7.52 p.m. Symphony No. 4 in E Minor

(Brahms Op. 98).

London Symphony Orchestra con-

ducted by Horace Abendroth. M-31.

1st Movement-Allegro non troppo.

2nd Movement-Andante moderato.

3rd Movement-Allegro giocoso.

4th Movement-Allegro energico e

passionate.

8.00 p.m. (Local time and weather report).

7.52-8.33 p.m. Variety.

Vocal Duet-Your Eyes.

Vocal Duet-

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SERVICES INTERPORT.

MATCHES WITH A TEAM FROM CANTON.

To-day there will be a football match between a Hongkong Chinese selected team and a Canton Services team, which is visiting Hongkong for the first time, and comprises Cantonese civil, police, and members of the air force.

The match will take place at Caroline Hill, on the S. C. A. A. ground, at 4 p.m.

To-morrow there will be a match between the Canton Services team and a Hongkong Services eleven. This match will also take place at Caroline Hill, at 4 p.m.

Teams.

The Hongkong Chinese selected team will line up as follows:

Chan Shek-piu (C. A. A.), Leung Yuk-tong (C. A. A.), Leung Wing-chiu (S. C. A. A.), Lam Yuk-ying (C. A. A.), Tong Kwan (S. C. A. A.), Chan Kwong-iu (C.A.A.), Suen Kam-shun (C. A. A.), Lee Wal-tong (S. C. A. A.), Chu Kwok-jun (S. C. A. A.), Cheng Siu-hong (S. C. A. A.).

The Canton Services team is as follows:

Chu Hang (Navy), Li Tin-wang (Police), Li Hung-ching (Air Force), Ip Pak-wah (Police).

The Canton Services team is as follows:

Admiral Chan Chak is coming down to-day as manager of the Canton team.

BRIGHT CRICKET.

FINE SCORE BY S. AFRICANS AGAINST N.S.W.

Sydney, Nov. 13. The South Africans to-day scored 384 for 7 wickets against New South Wales, Taylor contributing 110 not out. Cameron compiled 74 and Dalton 87.

Taylor and Dalton established a South African fifth wicket record against an Australian State, their 70 runs beating the 66 made by Zolch and Nourse against Tasmania in 1911.—Reuters.

The Hongkong Services eleven will be:

Hastie (A. & S. H.), Blackburn (A. & S.H.), Morrison (S.W.B.), Morgan (S.W.B.), Eynon (S.W.B.), Melville (A. & S.H.), Harris (S.W.B.), Jones (S.W.B.), Hughes (A. & S.H.), Davis (S.W.B.), Lamont (A. & S.H.).

The Canton Services team is as follows:

Ma Kwo-kung (Air Force), Tam Kong-pak (Police), Fung King-

Obtained from inspected cows only,

scientifically sterilized at a model

factory, it comes straight to you. A

real health giving milk.

Science has achieved a great deal,

yet nothing will ever replace the

quality of the green crop which is

grown on the pastures of the Emmenthal.

It serves to produce "BEAR

BRAND" milk and that is why there

is no substitute for it.

"STRANGERS MAY KISS"

(BUT
THEY
MUSTN'T
TELL)

Mah Kwok-tung (Air Force), Tam Kong-pak (Police), Fung King-

Obtained from inspected cows only,

scientifically sterilized at a model

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It serves to produce "BEAR

BRAND" milk and that is why there

is no substitute for it.



Beautiful Switzerland sends
you the best it produces

the wonderful "BEAR BRAND" milk.

Right from the Emmenthal, the classic

Swiss milk centre, "BEAR BRAND"

is even more than Swiss milk, it is

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Obtained from inspected cows only,

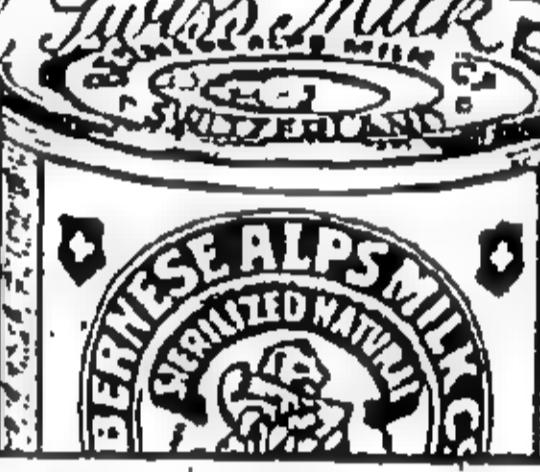
scientifically sterilized at a model

factory, it comes straight to you. A

real health giving milk.

BEAR BRAND

Natural Swiss Milk



A. B. MOULDER & CO., LTD.,
CHINA BUILDING.
Sole Agents for South China.



Above is a group of sorority girls, who are appearing in the Fox Movietone picture "Girls Demand Excitement," which opens a run at the King's Theatre to-morrow. Among them are Marion Byron, Carter Gibson and Virginia Cherrill.



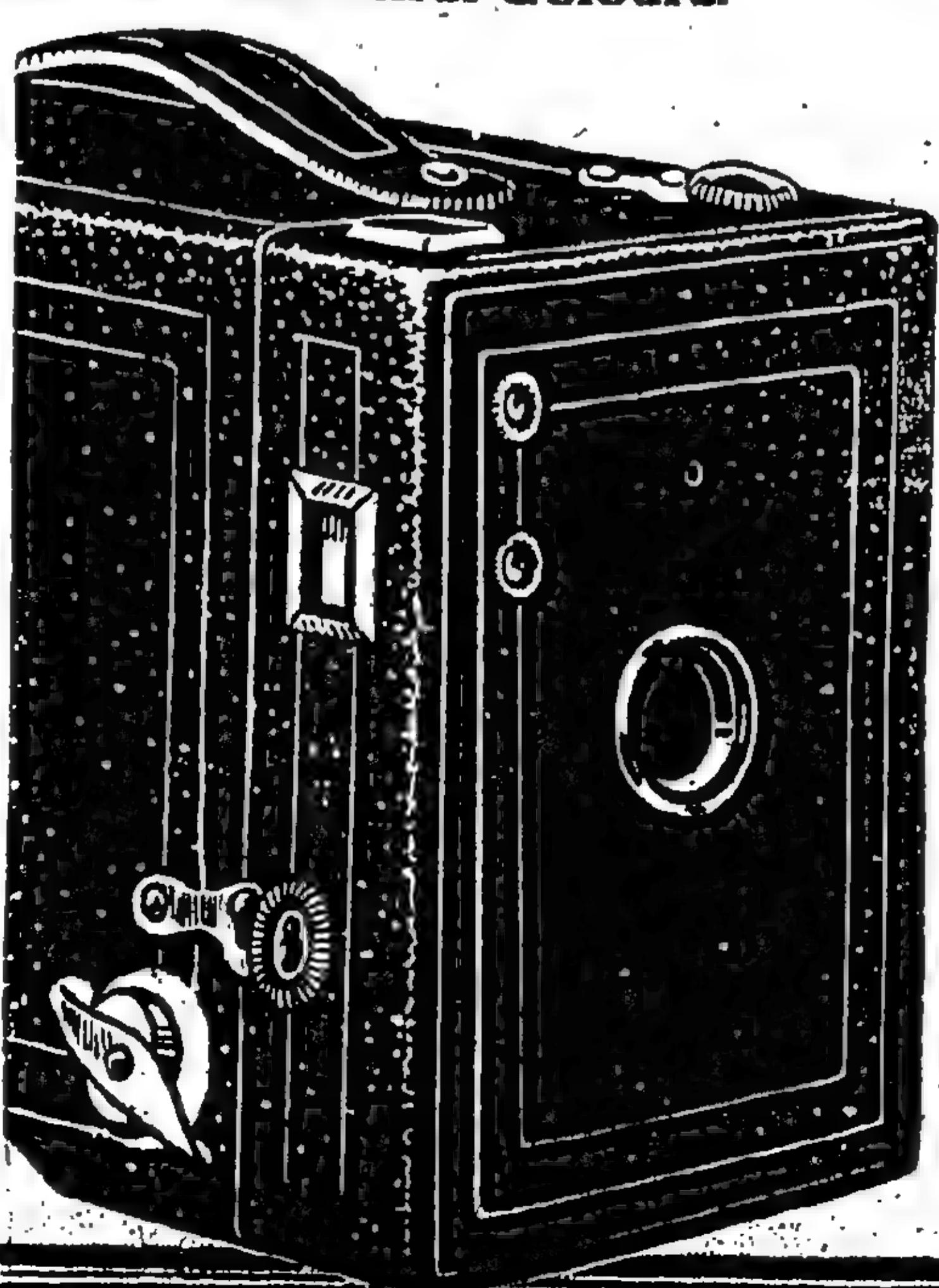
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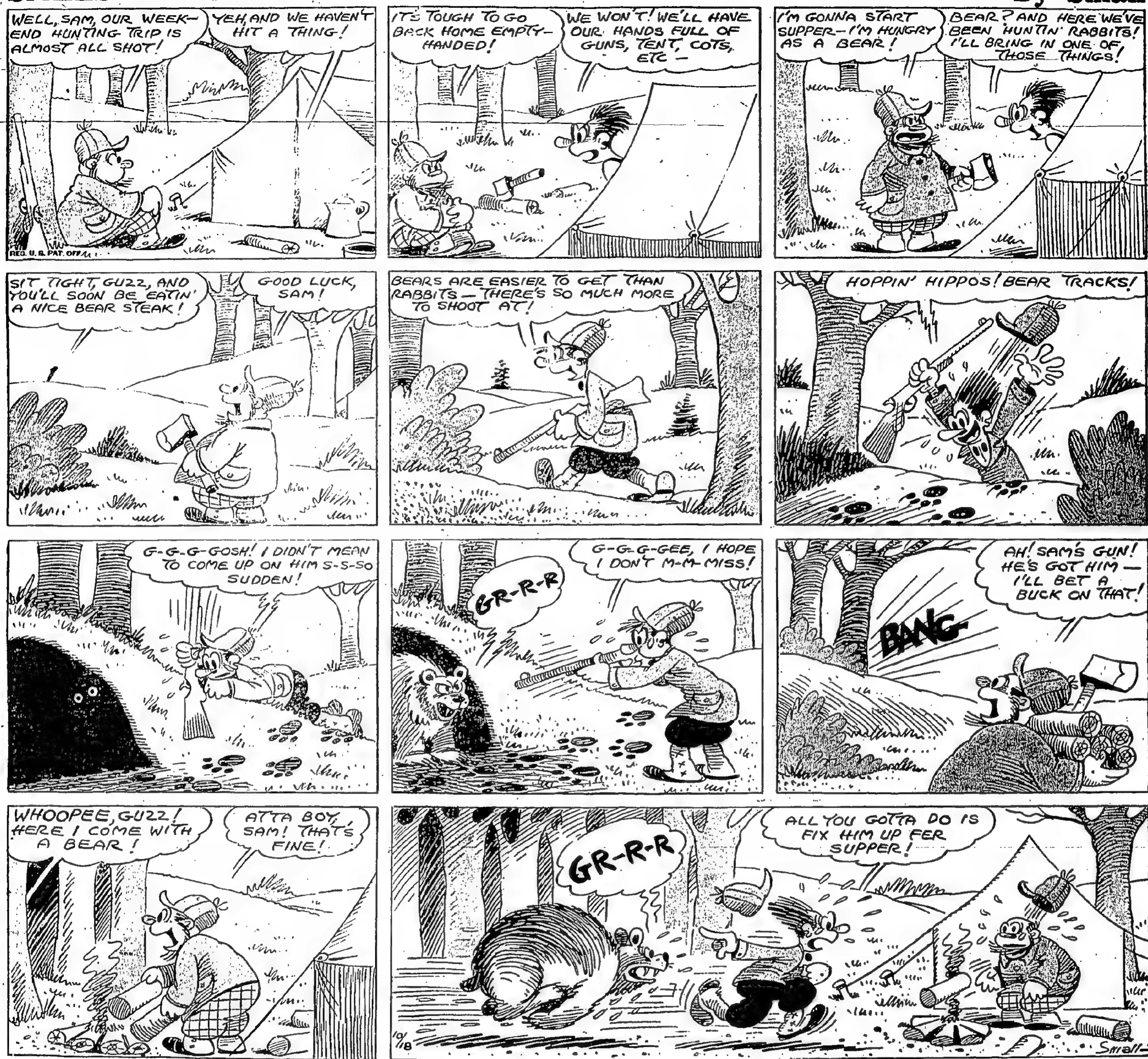
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WHITEAWAYS for VARIETY and VALUE.

The "MONSTER" PACKET of 36 Christmas and New Year Cards. \$1.00	The "PARAGON" COMPENDIUM of GAMES Service W \$6.95	THE CHAMPION PACKET 6 Cards and Envelopes Price 50 Cents, BRIAR PIPES Assorted Shapes in Briar Pipes Cool Smokes. 75 cts. \$1.00 & \$1.50 City Deluxe Pipes. \$6.95 G. B. D. Pipes. \$15.50	THE READERS' LIBRARY Hundreds of Titles 65 Cents each	The MONSTER VALUE WRITING PAD Contains 225 Sheets Cream wove ruled Bank Paper. Size 9 by 7. SPECIAL VALUE PRICE 85 Cents
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Pleasing your family with your photograph is more than Christmas sentiment—it's an obligation you owe to the next generation.

Spend a few minutes at our studio to-day and dismiss the family gift problem from your mind.

Sitting Day and Night.

Kobza Studio. 4, The Albany.
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THE CURE FOR CRIME
A STIRRING BIBLE SERMON
PRESENTED
Sunday Nov. 15th.
8.30 p.m.
AT
S. D. A. HALL
20, Ice House Street.
MEETING
Begins at 8.30 p.m.
Closes at 9.30 p.m.
FREE TO ALL

SHERRY

Sherry is the most economical of all wines, as a bottle once opened does not deteriorate.

Sherry can be consumed equally well before, during, or after a meal.

There is no better appetizer than a glass of Pale Sherry.

There is nothing more pleasant after dinner than a glass of Brown Sherry.

Sherry is the most tonic of all wines.

The finest blends and qualities of Sherries always kept in stock.

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Ladies' and Gents' Hairdressers

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PERMANENT WAVING
Introductory Price \$20.00
King's Theatre Bldg. (Ground Floor) Phone 20315.

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A-MAN, HING CHEONG

(LATE AH-MEN HING CHEONG & CO.)

TAILORS, DRAPERS & OUTFITTERS

to Military Officers
for many years.

54, Queen's Road Central.
Tel. 23936.



SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:
Banka.
Hongkong Bank, \$1,400 ss.
Chartered Bank, £18 1/4 ss.
Mercantile A. and B., £19 1/2 ss.
East Asia, £18 ss.
Insurances.
Canton Ins., \$1,450 ss.
Union Ins., \$400 ss.
China Underwriters, \$4,500 ss.
China Firms, \$650 ss.
H. K. Fire Ins., \$1,450 ss.
Shipping.
Douglas, \$22 1/2 ss.
H.K. Steamboats, \$25 1/2 ss.
Indo-Chinas, (Pref.) \$36 ss.
Union Waterways, \$28 ss.
Mining.
Benguet, \$10 1/2 ss.
Kaifan, \$1 ss.
Shai Explorations, Ts. 2 ss.
Rauba, \$35 1/2 ss.
Docks, etc.
Kowloon Wharves, \$150 ss.
Whampoa Docks, \$31 1/2 ss.
South China Motors \$10 ss.
Hongkew, Ts. 210 ss.
New Engineers, Ts. 6 1/4 ss.
China Docks, Ts. 9 ss.
Cottons.
Two Cottons Ts. 15.30 ss.
Shai Cotton Ts. 86 ss.
Zoon Singts Ts. 12 ss.
Lands, Hotels, etc.
H.K. & S. Hotels (old) \$14.66 ss.
H.K. & S. Hotels (new) \$14 ss.
H.K. Lands, \$70 1/2 ss.
Shai Inds, Ts. 3234 ss.
Humphreys \$17 1/2 ss.
Headies, \$12 ss.
Public Utilities.
Tramways, \$20.25 ss.
Peak Trams (old) \$14.50 ss.
Star Ferries, \$90 ss.
China Lights, \$27.10.25 ss.
H.K. Electrics, \$76.5 ss.
Macao Electrics, \$23 ss.
Telephones, \$43 ss.
China Buses, Ts. 17.90 ss.
Singapore Traction, 4/- ss.
Industrial.
China Sugars 50 cts. ss.
Malabons \$39 ss.
Canton Ice, \$6.80 ss.
Cement (cogn.) \$18.50 ss.
Ropes, \$17 1/2 ss.
Stores, etc.
Dairy Farms, \$28 1/2 ss.
Watson, \$1 ss.
Der A. Wings, \$1 ss.
Lane Crawfords, \$6.90 ss.
Mackintosh, \$19 ss.
Sinceres, \$15 1/2 ss.
Powells, \$3.60 ss.
Miscellaneous.
Amusements, \$22 1/2 ss.
Constructions, (old) \$6.10 ss.
B'que In. G. Bonds 60% ss.

S. P. C. A.

FURTHER LIST OF SUBSCRIBERS.

Previously acknowledged \$3,924.
Staff of Government Radio Office
\$23, L. C. F. Bellamy \$20, Dr. K. C.
Yeo \$10, E. C. Tregillus \$10, A. M.
L. Soares \$10, F. H. Glover \$10,
Mrs. Abraham \$5, P. Sykes \$5,
W. J. Riddiford \$5, V. R. Gordon
\$5, G. S. Rodger \$5, J. H. Simmonds
\$5, E. Mitford \$5, A. Gillard \$5,
S. A. Lopes \$5, W. G. Poy \$1.50,
S. Howard \$1, K. Chan \$0.50,
Chow King \$0.10, Total: \$4,056.10.



A DINNER DANCE

(in aid of the H.K.W.G. & M.C.L. Charities)

will be held on

SATURDAY, December 5th, 1931, at 8.30 p.m.

Under the distinguished patronage of His Excellency the Governor and Lady Peel.

IN THE HONG KONG HOTEL

on the occasion of the opening of the new Grill Room.

TICKETS

Dinner & Dance \$10.00 each
Dance only \$5.00 each

To be obtained from Mrs. J. D. Lloyd, 406 The Peak; Mrs. Simpson, The University and from the Hong Kong & Peninsula Hotels.

A TRIP THROUGH THE FORD PLANT.

The public will have the unusual opportunity of inspecting the famous

FORD RIVER ROUGE PLANT

where millions of motor cars have been made, through a talking picture to be shown at the World Theatre on Des Voeux Road from November 13th to 16th, 1931.



Authorized Ford Dealers:-

WALLACE HARPER & CO., LTD.
Tel. 58016-7. 745, Nathan Road, Kowloon.

EXCHANGE RATES.

	Previous Day.	Yesterday.	Madrid.....	43%
Paris.....	96.3/16	96	Bucharest.....	630
Geneva.....	19%	19.5/16	Hongkong.....	1/5
Berlin.....	16	15%	Brussels.....	27.3/16
Oslo.....	17.5/16	18.1/16	Millan.....	73%
Helsingfors.....	192 1/2	193 1/2	Copenhagen.....	17.11/16
Athens.....	315	310	Prague.....	128
Buenos Aires.....	40	39	Rio.....	100%
Shanghai.....	1/10	1/10	Bombay.....	1/6 1/4
New York.....	3.77 1/2	3.76 1/2	Yokohama.....	2/7 1/4
Amsterdam.....	9%	9%	Montreal.....	4.18 1/4
Stockholm.....	17%	17%	Silver (spot).....	4.20
Vienna.....	29	28	" (forward).....	21 1/4
				20.15/16
				—British Wireless.

300 HATS

WHICH HAVE ONLY JUST ARRIVED ARE BEING SOLD OUT AT SPECIALLY LOW PRICES.

From - - \$5.75

The Styles are Most Becoming.

WOOLLEN JUMPER SUITS
THIS WINTER'S FASHION
LESS 30%.

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LE BEAU
King's Theatre Building.
D'Aguilar Street.



BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE—LONDON.

Paid-Up Capital..... \$1,000,000

Reserve Fund..... 4,000,000

Reserve Liability of Proprietors .. 8,000,000

Foreign Exchange and opened Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART, Manager.

Hongkong, 17th August, 1931.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital..... \$150,000,000

Issued and Fully Paid-up..... \$10,000,000

Sterling..... \$10,000,000

Silver..... \$10,000,000

Reserve Liability of Proprietors .. \$10,000,000

HEAD OFFICE: HONGKONG.

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TOKYO

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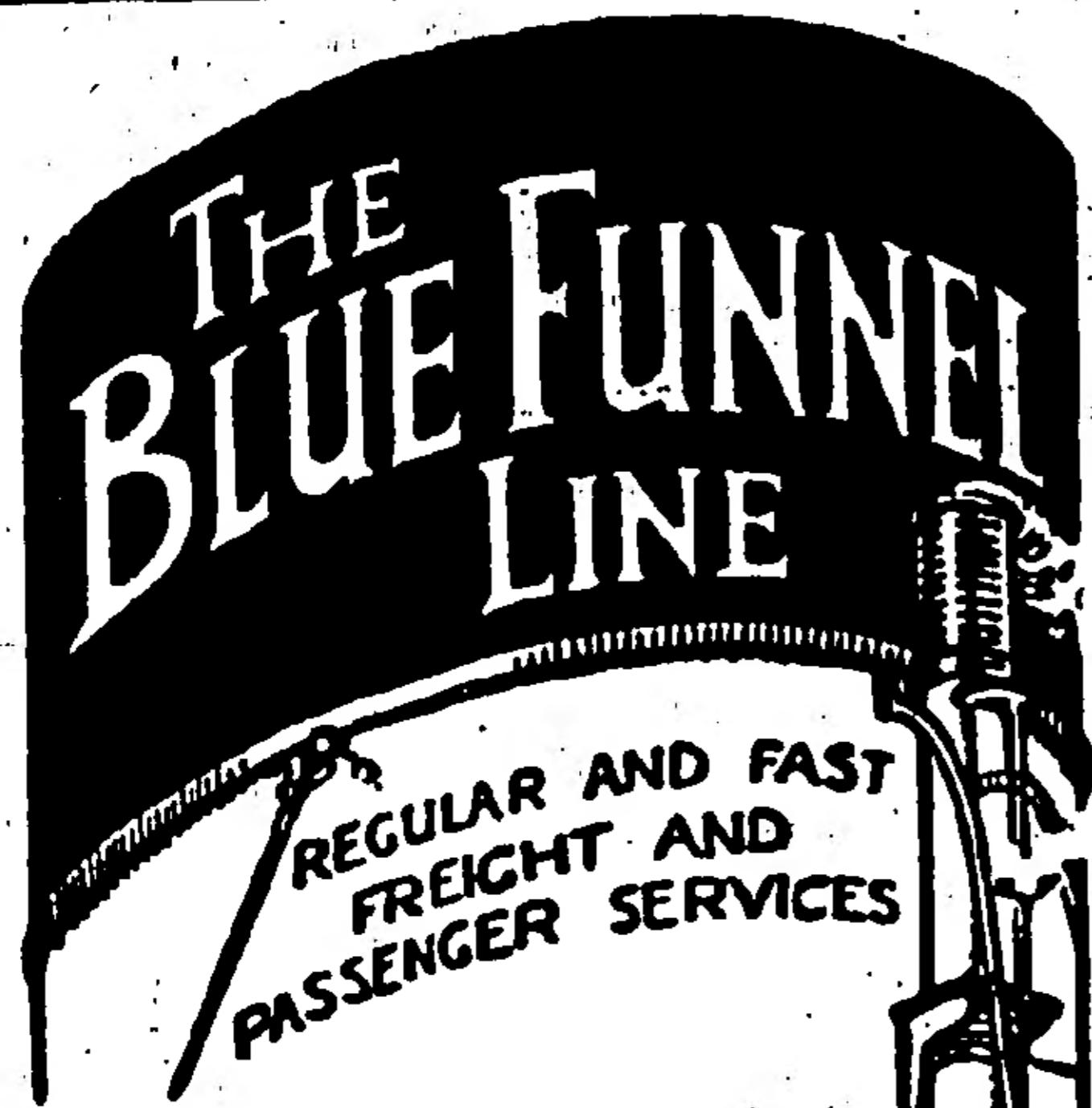
Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, and Spain and also of The National City Bank of New York (France) S.A., in Paris and Nice.

F. McD. COURNEY, Manager.

Hongkong, 20th February, 1931.

THE HO HONG BANK, LIMITED.
(ESTABLISHED 1917.)

**LONDON SERVICE**

PATROCLUS 24th Nov. For Marseilles, London, R'dam & Glasgow
ACHILLES 8th Dec. For Marseilles, Casablanca, London, Rotterdam & Hamburg

LIVERPOOL SERVICE

NELEUS 20th Nov. For Port Said, Liverpool & Havre
ULYSSES 16th Dec. For Port Said, Genoa, Havre, Liverpool, & Glasgow

NEW YORK SERVICE

ADRASRUS 9th Dec. For Boston, New York & Baltimore via Philippines, Port Swettenham & Singapore

PACIFIC SERVICE (via Kobe & Yokohama)

PROTEUSLAUS 18th Nov. For Victoria, Vancouver & Seattle
IXION 19th Dec. For Victoria, Vancouver & Seattle

INWARD SERVICE

JASON Due 16th Nov. For Shanghai, Kobe & Yokohama
MENTOR Due 23rd Nov. For Shanghai, Kobe & Yokohama

ALL CARGO STEAMERS WITH LIMITED PASSENGER ACCOMMODATION SPECIALLY REDUCED FARES.

For freight, passage rates and information apply to the under-mentioned.
All bookings are subject to the provisions of the Company's Bill of Lading.

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Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £70 TO £120 - ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

Taiyo Maru Tuesday, 24th Nov.

Asama Maru Wednesday, 25th Nov.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

Hikawa Maru Tuesday, 15th Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Yasukuni Maru Friday, 4th Dec.

Hakone Maru Saturday, 12th Dec.

SYDNEY & MELBOURNE via Manila & Ports.

Kitano Maru Saturday, 21st Nov.

Atsuta Maru Saturday, 26th Dec.

BOMBAY via Singapore, Panang & Colombo.

Tottori Maru Friday, 27th Nov.

Nagato Maru Monday, 30th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Giono Maru Wednesday, 25th Nov.

NEW YORK, BOSTON via Panama.

Takao Maru Thursday, 10th Dec.

LIVERPOOL via Port Said, Constantinople.

Genoa & Marseilles.

Dakar Maru Sunday, 20th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

Akita Maru Sunday, 15th Nov.

Rangoon Maru Sunday, 29th Nov.

SHANGHAI KOBE & YOKOHAMA.

Penang Maru Tuesday, 17th Nov.

Tokio Maru Wednesday, 18th Nov.

Atsuta Maru (Nagasaki Direct) Fri, 20th Nov.

"Cargo only."

For further information apply to:—NIPPON YUSEN KAISHA

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INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

Destination.	Steamers	Sailings
TO TSINGTAO via SWATOW & SHANGHAI	Davikton Kwaisang Hopsang Fooshing	Tues. 17th Nov at 7 a.m. Thurs. 19th Nov at 7 a.m. Sun. 22nd Nov at 7 a.m. Wed. 25th Nov at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Sulsang Kutsang Hosang Kuteang	Tues. 24th Nov at noon. Sun. 6th Dec at noon. Wed. 16th Dec at noon. Tues. 17th Nov at 7 a.m.
TO OSAKA via AMOY, SHANGHAI & KORE	Hosang Yuensang	Fri. 27th Nov at 7 a.m. Sun. 6th Dec at 7 a.m.
TO SANDAKAN	Mausang Hinsang Yusang	Satur. 14th Nov at 3 p.m. Thurs. 19th Nov at 3 p.m. Wed. 25th Nov at noon.
TO TIENTSIN via SWATOW, FOCHOW & CHEFOO	Choongshing	Tues. 17th Nov at 7 a.m.
TO TIENTSIN via SWATOW, CHIPASHING		Sun. 22nd Nov at 7 a.m.

For freight or passage apply to:

JARDINE, MATHEWS & CO., LTD.
Telephone 30311.

General Managers

INDIA'S FUTURE.**PREMIER DEPLORES PARTIAL FAILURE.**

London, Nov. 18.

Mr. Ramsay MacDonald, addressing the Minorities Commission of the Round Table, deplored the failure to reach a complete agreement. The minorities agreement was represented by the Muslims, depressed classes and other minorities, and would be placed on the official records for further consideration.

The Premier intimated that an official Government statement would be made in a few days, showing the British Government's sincere intention to do what was right in India.

The preliminary agreement embodies adequate safeguards for the protection of religion, culture and personal law, and the promotion of the education, language, and charitable institutions of the minority communities, and for their due share in grants given by the State and by self-governing bodies. Statutory departments under all governments for the protection of minority communities are provided for.

On the subject of communal representation in the legislatures, the agreement proposes that communities at present enjoying representation shall have separate electorates, that the minorities shall have a certain minimum proportion of seats, and that no

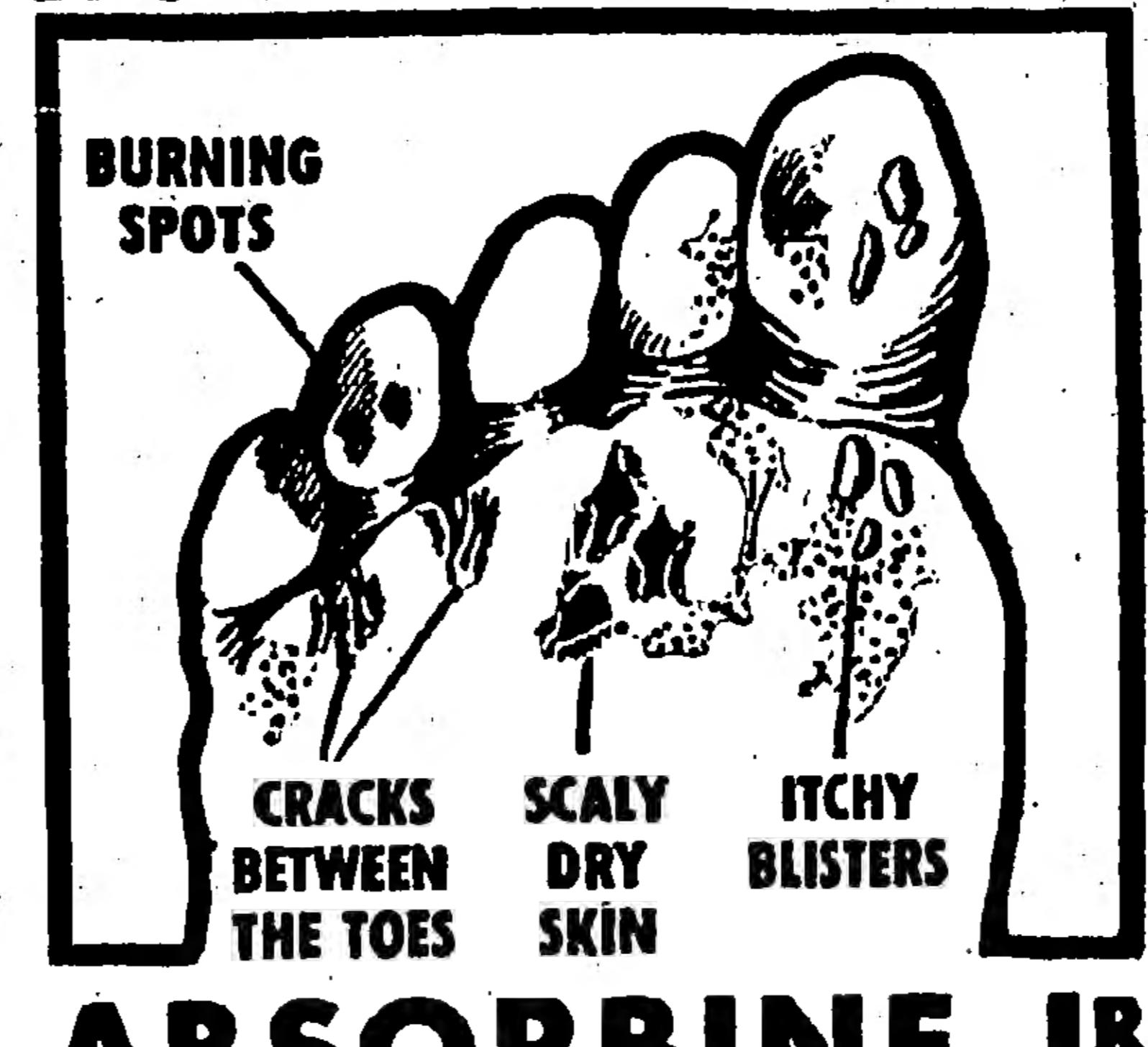
majority shall be reduced to a minority or even equality. It is provided that after ten years it shall be open to the communities to accept joint electorates.

The Hindus and Sikhs have not agreed to these proposals, but the full representation claimed by the Sikhs in the Central Government is provided for.

Special claims of the Moslems are met by the proposal that the North-West Frontier Province and Sind should both be constituted

Governors' provinces, on the same footing as the other provinces. Moslem representation in the Central legislature shall be one-third of the total. Provision is also made for the special claims of depressed classes and of the Anglo-Indian community.

The scheme claims that the proposals as a whole may be taken as acceptable to over 115,000,000 or about 40 per cent. of the population of India.—Reuter and British Wireless.

**DANGER!
THESE ARE THE SIGNS OF
HONGKONG FOOT****ABSORBINE JR
KILLS THE GERMS OF HONGKONG FOOT**

Any one of these unpleasant symptoms is a DANGER SIGNAL of "HONGKONG FOOT," the dreaded native disease which sends many to the hospitals every day. Head these warnings or take chance of serious foot trouble. Apply ABSORBINE JR. at once! It KILLS the germs of "HONGKONG FOOT" relieves the pain, HEALS the ugly sores and keeps the feet healthy.

ABSORBINE JR. for years has relieved sore muscles, muscular rheumatism, neuralgia, sciatica, sprains, strains, rheumatism, rheumatoid arthritis, etc.

For further information apply to:—BUTTERFIELD & SWIRE, Agents, MACLEAN & CO., Inc.

CANADIAN PACIFIC

"EMPERESS OF ASIA"

For
VICTORIA & VANCOUVER
via

Shanghai, Kobe, Nagasaki and
Yokohama

6.00 a.m.

NOVEMBER 20.

Passenger Department : Tel. 20752. Cables : "GAGANPAO."
Freight and Express : Tel. 30042. Cables : "NAUTILUS."

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FAR EASTERN MAIL, PASSENGER & FREIGHT SERVICE.

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AND TO EUROPE via AMERICA.
BOOKINGS AROUND THE WORLD.

THROUGH BOOKINGS TO LONDON: Cabin Class only.

Arrivals from Europe
Sailings to North China & Japan
(HAL) M.S. "Ramses" 23rd Nov.
(NDL) S.S. "Main" 1st Dec.
(NDL) S.S. "Lippe" 4th Dec.
8th Nov. (HAL) M.V. "Leverkusen" 5th Dec.
17th Nov. (NDL) S.S. "Saarbruecken" 12th Dec.
29th Nov. (HAL) S.S. "Saarland" 28th Dec.
30th Nov. (NDL) S.S. "Isar" 1st Jan.

To Europe
Genoa, Mars, R'dam, H'burg,
1st Dec. Mars, Co're, Oran, A'am, R'dam, H'burg, B'men.
4th Dec. Tripolis, Genoa, Mar, Oran, R'dam, H'burg, B'men.

5th Dec. Genoa, Barcelona, Rotterdam, Hamburg.

12th Dec. Genoa, Barcelona, A'dam, R'dam, H'burg, B'men.

18th Dec. Genoa, Mars, R'dam, H'burg, B'men.

25th Dec. Genoa, Mars, R'dam, H'burg, B'men.

32nd Dec. Genoa, Mars, R'dam, H'burg, B'men.

NDL Hong Kong/New Guinea service: S.S. "TRENTERHAVEN" 3rd Dec. to RABAUL & ports.

HAMBURG AMERIKA LINIE
JEBSEN & CO., Agents,
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Queen's Bldg., Tel. 26678.

CANTON AGENTS:
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Destinations.

Sailings

Arrivals

To Europe

Genoa, Mars, R'dam, H'burg,

1st Dec. Mars, Co're, Oran, A'am, R'dam, H'burg, B'men.

4th Dec. Tripolis, Genoa, Mar, Oran, R'dam, H'burg, B'men.

8th Nov. (HAL) M.V. "Leverkusen" 5th Dec.

17th Nov. (NDL) S.S. "Saarbruecken" 12th Dec.

29th Nov. (HAL) S.S. "Saarland" 28th Dec.

30th Nov. (NDL) S.S. "Isar" 1st Jan.

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

Sea (L.W.O.S.T.) 34 ft. 6 ins.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

Sea (L.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up to

4,000 Tons displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

THE TAIPOO DOCKYARD & ENGINEERING COMPANY
LTD.
SALVAGE TUG "TAIPOO"
T.P.L. 200 H.P.
Agents:

BUTTERFIELD & SWIRE,
Agents.

HONGKONG, CHINA & JAPAN.

SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good, passenger accommodation).

Homeward to:

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Hamburg, Oslo, Gothenburg and other Scandinavian Ports,

via Manila and Straits Settlements.



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W. R. LOXLEY & CO.



MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon,
Singapore, Colombo, Djibouti
(Adm) Suez, Port-Said.

ANDRE LEBON... 24th Nov.
FELIX ROUSSEL... 8th Dec.
G. METZINGER... 22nd Dec.
SPHINX... 1st Jan.
PORTHOES... 23rd Dec.
CHENONECAUT... 5th Jan.
ATHOS II... 20th Jan.
D'ARTAGNAN... 3rd Feb.
ATHOS II... 15th Feb.
D'ARTAGNAN... 1st Mar.

G. METZINGER... 25th Nov.
SPHINX... 9th Dec.
PORTHOES... 23rd Dec.
CHENONECAUT... 5th Jan.
ATHOS II... 20th Jan.
D'ARTAGNAN... 3rd Feb.
ANDRE LEBON... 17th Feb.
FELIX ROUSSEL... 2nd Mar.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg Rotterdam (Antwerp);
for full Particulars apply to:

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Telephones: 26651. 2, Queen's Building.

GLEN LINE.

FARE HONGKONG TO LONDON.

1st June/30 November ... 265.12.0d.
1st December/31 May ... 282.00.

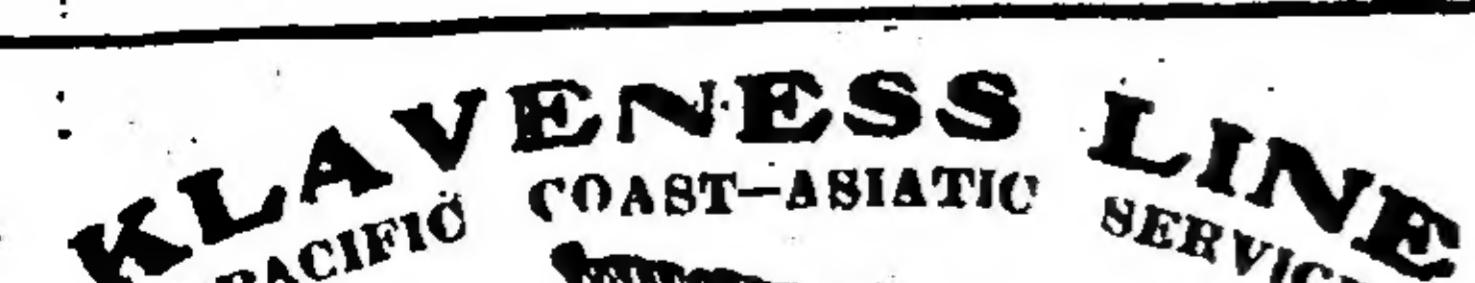
TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship GLENIFFER (Via Oran) ... 18th Nov.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel GLENAPP ... 21st Nov.
Motor Vessel GLENSHIEL ... 4th Dec.
Motor Vessel GLENHARRY ... 18th Dec.
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REGULAR TRANS-PACIFIC SERVICE.
HONGKONG direct for LOS ANGELES,
SAN FRANCISCO, PORTLAND OREGON, PUGET SOUND,
SEATTLE and TACOMA.
M.S. "CORNEVILLE" ... Sailing 16th Nov.
Also issuing through Bills of Lading to Gulf and Atlantic Ports,
with transhipment LOS ANGELES by first opportunity.

SOUTH BOUND
M.S. "PLEASANTVILLE" ... due B'kong 18th sailing 21st Nov.
Accepting cargo for SINGAPORE and JAVA PORTS.
Limited Passenger accommodation Available.
For Freight, Passage Rates and all other information.

Please apply to—
THORESEN & CO., LTD.
Agents. Tel. 30387.

CONSIGNEES' NOTICES

LOST.

The public is hereby notified that a Bill of Lading for 3,075 sacks flour and 1 package empty bags ex s.s. "Taiping" arrived 6th November, 1931, marked "SEAGULL" has been lost and is warned against negotiating this Bill of Lading which is declared null and void.

GUILTY LIPS.

(Continued from Page 3.)
finished this afternoon he'll be waiting for you."

"I couldn't make it until 5:30. Might be after that."

"Then I'll tell him you'll be there at that time! He'll be pleased. I'll tell him to expect you at 5:30."

Johnson had risen. He seemed delighted that his mission had been a success. Before Mark could interrupt the man was gone. The food Johnson had ordered remained untouched on the counter.

Mark frowned. Here was a situation indeed! Johnson had rushed away assuming Mark was committing himself when in actuality he had done nothing of the sort. "I don't have to go," Mark told himself. "I don't have to go just because Johnson thinks I will. Now, what in the world is Dad up to? Does he really mean it, I wonder?"

Complete summary on the part of F. M. Travers seemed too much to expect. Yet his father had sent for him. There was consolation in that thought. If Mark went it would be because his father had made the first move toward reconciliation. That was indeed a triumph!

"And if I don't go," came the afterthought, "old Johnson will probably get Hades!"

Mark lunched with the problem still unsettled. He thought of it repeatedly throughout the afternoon. At 5:45 he was standing in his father's luxuriously carpeted private office.

"You mean," Mark said, slowly, "that you'll do all that? You really mean it?"

The elder Travers leaned back in his desk chair. "I will. And more! I'm only asking you to meet my terms and here they are—"

(To be Continued.)

STRANGERS MAY KISS

(BUT THEY MUSTN'T TELL)

CONSIGNEES' NOTICE

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Motor-vehicle, "FELIX ROUSSEL" arrived Hongkong on Wednesday, the 11th November, 1931, marked "SEAGULL" has been lost and is warned against negotiating this Bill of Lading which is declared null and void.

Consignee of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday, the 20th November, 1931, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Mearns—Goddard and Douglas at 10.00 a.m. on Tuesday, the 17th November, 1931.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. ORL.
Agent.
Hongkong, 11th November, 1931.

THE BEN LINE STEAMERS, LTD.

From MIDDLESEX, ANTWERP, LONDON and STRAITS.

The Steamship,

"BENLAWERS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivered may be obtained.

No claim will be admitted after the Goods have left the Godowns, and no Goods remaining undelivered after the 10th November, 1931, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 3rd December, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th November, 1931, at 10 a.m., by Mearns, Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 12th November, 1931.

THE BEN LINE STEAMERS, LTD.

From LONDON and STRAITS.

The Steamship,

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No claim will be admitted after the Goods have left the Godowns, and no Goods remaining undelivered after the 16th November, 1931, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th November, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th November, 1931, at 10 a.m., by Mearns, Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 9th November, 1931.

WE HAVE A NEW STOCK OF ENGLISH BALLADS, also Pianoforte Selections

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"The Smiling Lieutenant"

"Vikteria and Her Hussar"

and

"Waltzes from Vienna"

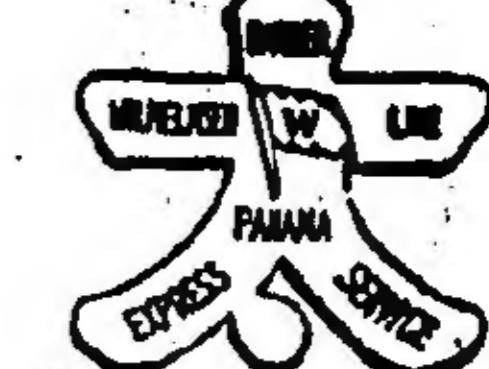
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Taking Care on through Bills of Lading for Straits, Java and
Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa,
Australia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL
MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,000	21st Nov.	M'les, L'don, R'dam, A'werp & Hull
KIDDERPORE	5,310	1st Dec.	Straits, Colombo & B'bay
R. JPUTANA	17,000	5th Dec.	Marseilles & London
CORFU	15,000	19th Dec.	Marseilles & London
SOMALI	6,800	26th Dec.	M'les, Havre, L'don, R'burg, Rotterdam, Antwerp & Hull

1932
R. WALPINDI 17,000 2nd Jan. Bombay, M'les & L'don
KARMALA 9,000 10th Jan. M'les, L'don, R'dam, A'werp & Hull
CHITRAL 15,000 30th Jan. Bombay, M'les & L'don
*Cargo only. Calla Cassa Blanca. Calla Djibouti.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APOLLO SAILINGS.

*TALMA 10,000 16 Nov. 3 p.m. S'pore, Penang & Calcutta

TAKDA 7,000 28th Nov. S'pore, Penang & Calcutta
Calla Port Swettenham.

B. I. Apollo Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA 7,000 2nd Dec. Manila, R'baul, Brisban, Sydney and Melbourne

NANKIN 7,000 2nd Jan. 1932. Nellore 30th Jan.

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia—19 days.

Frequent connections from Australia with the following:—
New Zealand, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

IKHIVA 9,000 14 Nov. 2 p.m. S'hai, Moji, Kobe & Osaka

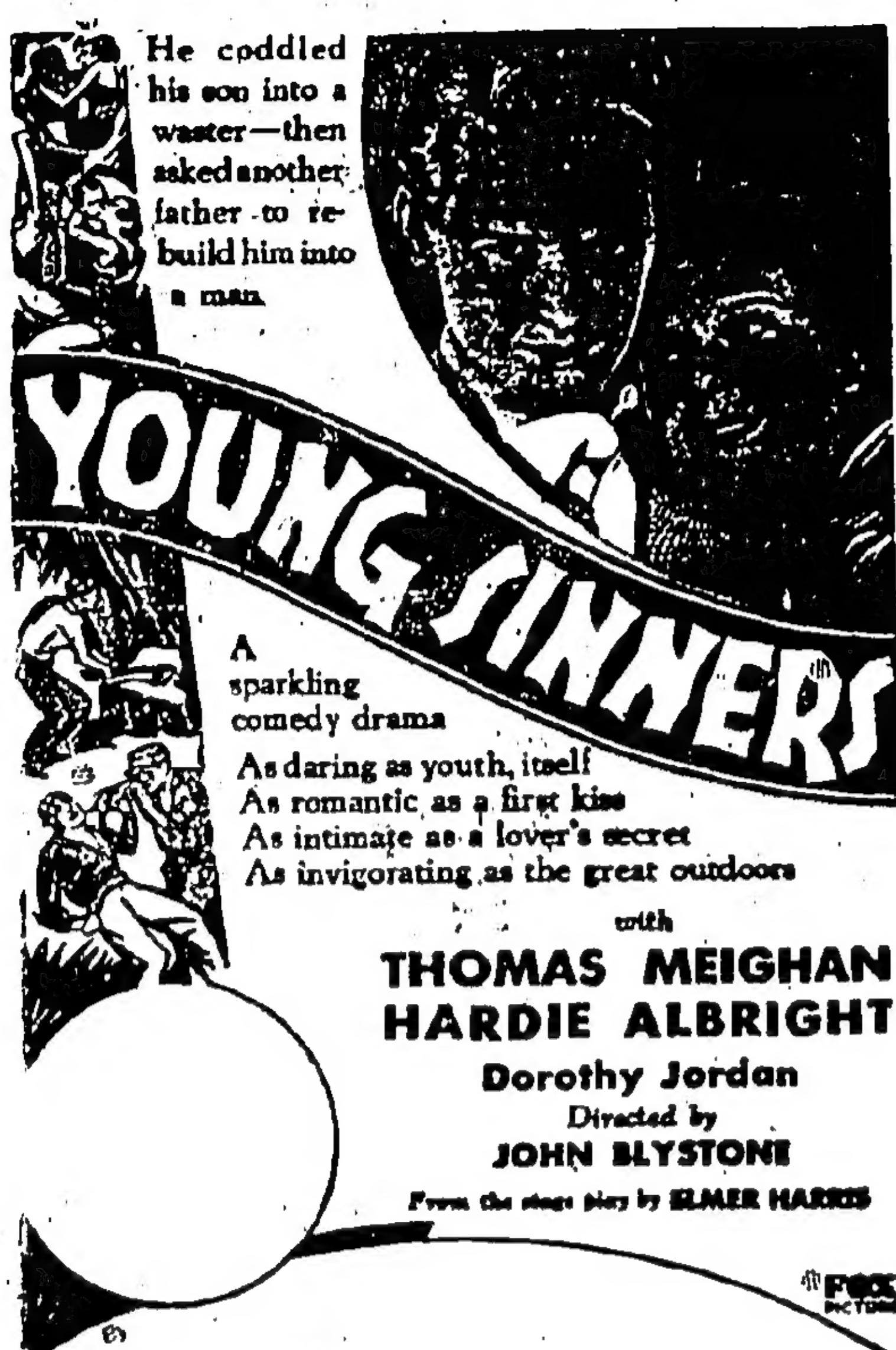
EGOMALI 6,870 15 Nov. D'light. S'hai, Kobe & Yoko

CORFU 15,000 20th Nov. Amoy, Moji, Kobe & Osaka

SIRDHANA 8,000 2

CENTRAL THEATRE

TO-DAY ONLY
At 2.30, 5.10, 7.15 & 9.20 p.m.



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Another All-talking, Singing and
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Starring

BUTTERFLY WU

Queen of Chinese Screenland

with

Shaw Pei Chen

Directed by

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COMING VERY SHORTLY

ANN HARDING

in

"HOLIDAY"

The Greatest Picture of the Year!

a RKO-PATHE Super Special.

Edited and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

LIVELY REVUE AT THE STAR.

CAPITAL SHOW FROM HOLLYWOOD.

There was nearly a full house at the Star Theatre last evening when Rex Story, the British comedian, and Len Mantell presented their Hollywood Hi-Lights revue of American and British vaudeville artists to a Hongkong audience. To judge merely by the laughter and repeated demands for encores which greeted all the performers, this musical company is assured of a very successful short season at the Star Theatre.

The noted comedienne and singer, Rose Lee, gave a very skillful performance with Rex Story in a comedy sketch entitled "Kiss Me Again." They were responsible also for several other items including some clever juggling by Rex Story. Oriental and classical dancing by Peggy Chann were delightful. Other novelty dancing numbers were excellently presented by Isabel O'Brien.

A strong cast gave a delightful show in a comedy number called Hotel Topsy Turvy, in which Rex Story again scored with his sparkling dialogue. Betty Benn and Patsy Shannon charmed the audience with the violin, and their special feature, Harmony of Violin, was exceedingly well presented.

Mr. Mantell's magic and mimic show deserves special mention as the best puppet show seen in Hongkong for some considerable time. Mr. Mantell is no stranger in Hongkong. He had made former visits and he has won general approval. He surpassed himself last night.

20 HOURS' FLYING IN A DAY.

MOLLISON'S RACE TO CAPE TOWN.

London, Nov. 13. Mr. J. A. Mollison holder of the Australia to England flight record, who left England for Cape Town this morning, landed at Fiume, near Rome, to refuel this afternoon, and immediately afterwards flew on to Brindisi.

He intends to have short rest there and to fly throughout the night to Cairo, his schedule entailing twenty hours flying out of twenty-four, during which time he hopes to cover over two thousand miles.

Mollison is flying the same Gipsy Moth machine he used on his second journey from Australia.—*British Wireless*.

His Excellency the Governor has appointed Mr. R. A. D. Forrest to act as District Officer in the Southern District of the New Territories in addition to his other duties, with effect from 9th November, 1931.

An eighth man has been given

a sentence of two years imprisonment, and the Court has authorised the seizure of all communist owned property in Canada.—*Reuter*.

WORLD CRISIS.

(Continued from Page 1.)

taken was by Governments.

"Was this," asked Mr. Baldwin, "the moment for the initiative to come from Britain. Some kind of agreement between France and Germany was one of the most important preliminaries."

"The Government very much hoped that Franco-German discussions would lead to an agreement and believed there was a good chance of it. They desired the necessary negotiations to be proceeded with without loss of time. No agreement could be arrived at without the consent of Britain and when the time came express their views they would be ready to do so. By preparing their proposals with care and convincing other nations that they were to be of their interest as well as to our own they could make a most useful contribution.

London and Germany.

He pointed out that London had been largely instrumental in financing Germany during the past ten years and thereby enabling her to carry on her international trade and pay her reparations. The advances made by British financial houses had not been of a speculative character. They were founded on the best type of security known to the market.

It was clear, said Mr. Baldwin, that the security of those obligations must not be endangered by political debts.

Prejudices.

If that were to take place it would destroy Germany's commercial credit and once that was destroyed there would be no future prospect at all for reparations. He trusted, therefore, that an agreement on this point would be reached, but the question involved political prejudices and preoccupations in other great countries. He asked the House to trust the Government to choose the moment when Britain could intervene in the negotiations with the greatest effect.—*British Wire news*.

CANADIAN "REDS" SENTENCED.

PRISON AND SEIZURE OF PROPERTY.

Toronto, Nov. 13.

Seven communists have been sentenced to five years imprisonment by the Toronto Court, together with a recommendation for their deportation at the expiration of that time.

An eighth man has been given a sentence of two years imprisonment, and the Court has authorised the seizure of all communist owned property in Canada.—*Reuter*.

The death occurred yesterday at the Old Shamshui Po Police Station of Lance Sergeant Pi Shi-shu of the Shantung contingent of the Hongkong Police Force who was invalided on October 17. The deceased who joined the Police Force in 1923 was awaiting a ship to take him back to Weihaiwei when he died.

PREMIER'S PLAIN SPEAKING.

(Continued from Page 1.)

between eighty-five and ninety-five per cent. of the population not merely of British Indians but of the whole of India and that he himself, represented a vast mass of untouchables.

He submitted that the Congress offered a most workable solution of the communal problem but an alternative course suggested was that there should be impartial arbitration. If none of these proved acceptable it was better to remain without a so-called responsible Government.

Premier's Appeal.

The Prime Minister emphasised that the documents which had been put in and the speeches which had been made would be examined. The Government had wanted the closest co-operation, and had taken every step to get it.

They were disappointed that the Federal Structure Committee could not in the circumstances finish its work.

Gandhi has made a very impressive declaration—other impressive declarations have also been made. Will every member of this committee sign a request asking me to give a decision, even of only a temporary one, on the community question, and accept and work to it to best of his ability under the new constitution? I do not ask for an answer now. That would certainly straighten out the position."

Apart from that the Government will not allow the community differences to prevent it from carrying out its pledges and producing a constitution. A solution of the community difficulty ought to have been reached by you here, but having got your views into permanent form they will be available for the guidance of those who are going to tackle this extraordinarily complicated question".

Gandhi, who will have conversations with Lord Irwin during the next few days, hopes to return to India at the end of the week.—*British Wireless*.

AT THE QUEEN'S

Final Showings To-day
At 2.30, 5.10, 7.15 & 9.20.

HIS CHARM AND READY
WIT WITH WOMEN
HIS LEADERSHIP
AMONG MEN
Snapped an Empire!!!

WARNER BROS.

GEORGE ARISS DISRAELI

TO-MORROW

Her Finest Picture!



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NORMA SHEARER

Strangers May Kiss

with Robert Montgomery, Neil Hamilton, Marjorie Rambeau, Irene Rich.

AT THE STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.10 & 7.30.

ALL TALKING SINGING DANCING

hear the IT voice of Broadway

Harry Richman

PUTTIN' ON THE RITZ

JOAN BENNETT

James Gleason Aileen Pringle

Tillyan Tashman

EDWARD SELBY

Decenties

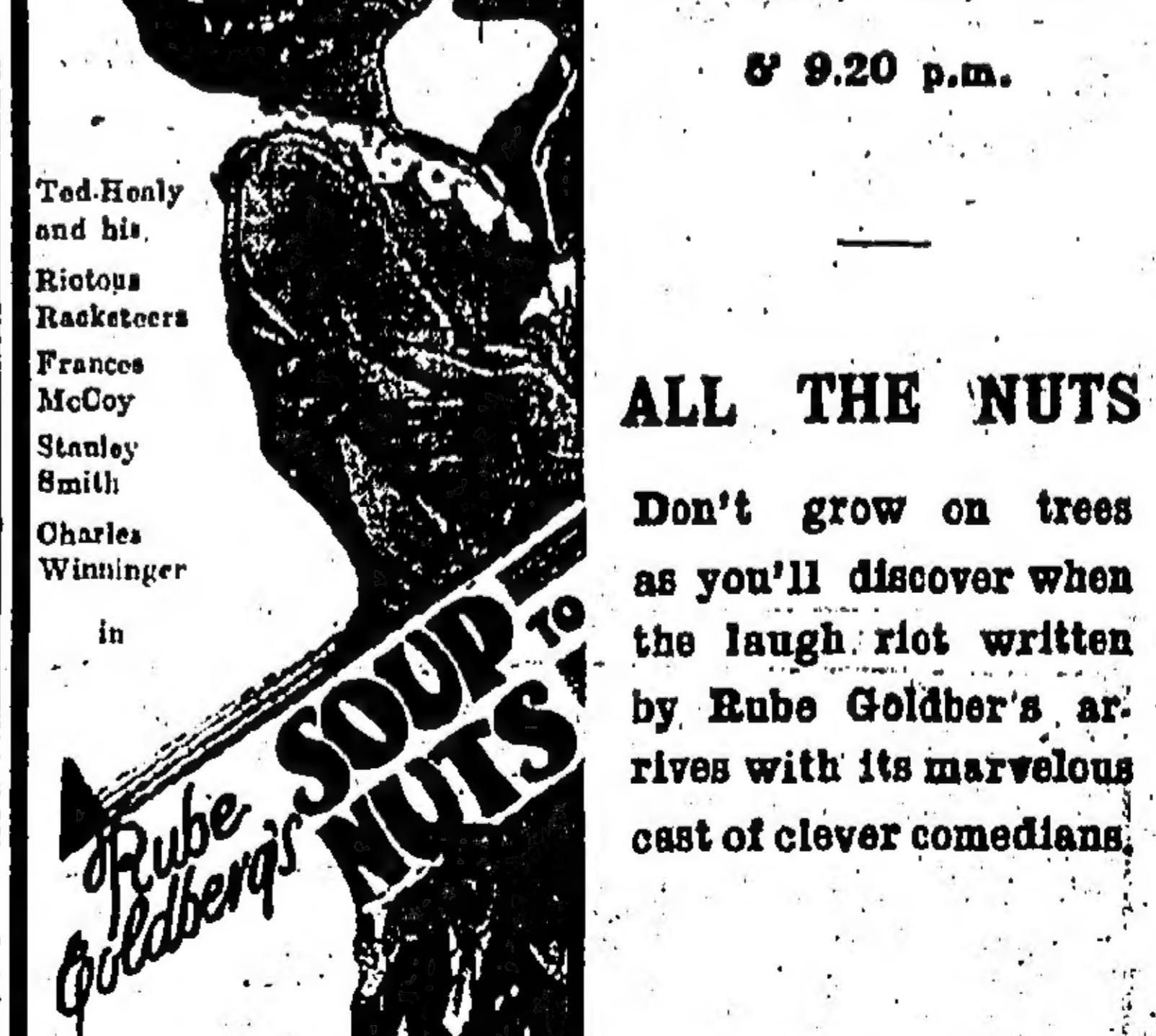
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THE DEATH

MAJESTIC

TO-DAY ONLY.

At 2.30, 5.20, 7.20
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